

# GRAIN DEALERS' JOURNAL

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Vol. VI. No. 5.

CHICAGO, ILL., MARCH 10, 1901.

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ONE DOLLAR PER YEAR.

## REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

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MIXED AND WHITE OATS

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GRAIN, SEEDS AND HAY,

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Warehouses, Belt R.R., cor. Penna. & Bellevue Sts.

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MCCRAY & MORRISON,  
SHIPPERS OF CORN, CLIPPED AND  
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Grain Warehouses at Kentland, Beaver City, Earl  
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Established 1854. Incorporated 1887.

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Car Lots only. Milling Wheat & Yellow Corn

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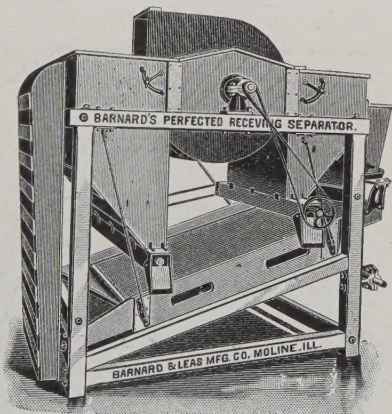
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They not only appear well, but they work well.  
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These separators, called "PERFECTED," in every way deserve their name. Their air and sieve

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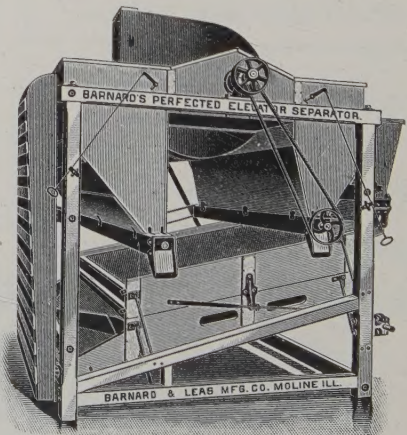
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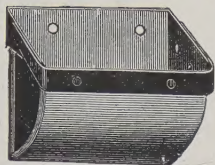
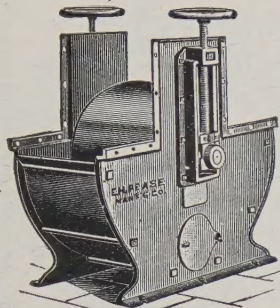
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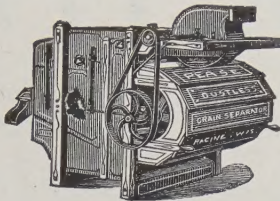


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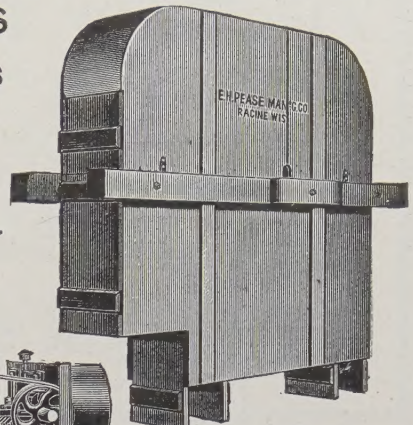
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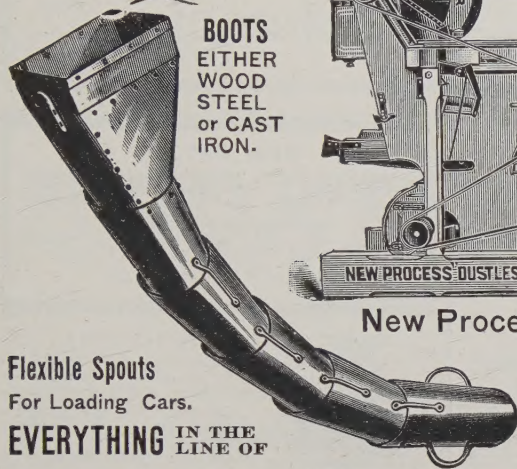
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Flexible Spouts For Loading Cars.

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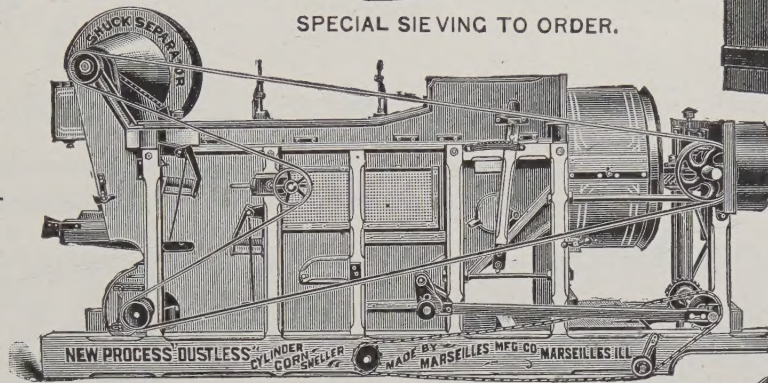
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CHAIN  
RUBBER  
COTTON  
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New Process Corn Shellers and Cleaners.

Heads, Distributing Spouts, Indicators



"WESTERN" WAREHOUSE SHELLER.

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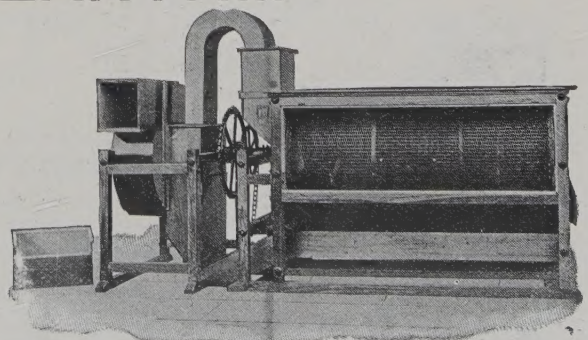
Sole Manufacturers

**"WESTERN" SHELLERS AND CLEANERS  
...BEST ON EARTH...**

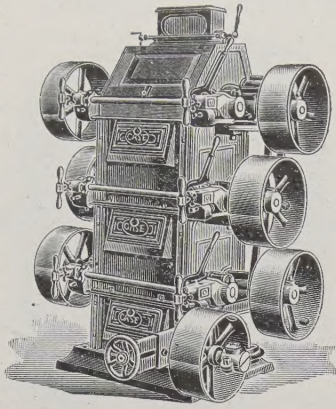
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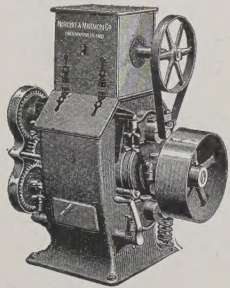
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# 860,777 Barrels

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3 ROLLER. 2 BREAK MILL.

## Feed Mills Roller and French Buhr.

For Durability, Simplicity, Large Capacity, Uniform Grinding and Light Running, our Mills are Unexcelled.

WE  
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THREE ROLL-TWO BREAK MILLS—2 sizes,  
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And 85 Sizes and Styles of BUHR STONE MILLS.

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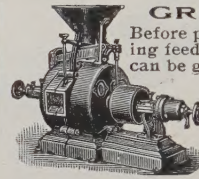
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## NEW PATENT FEED GRINDER

Special Introductory Prices.

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All insects infesting grain or grain elevators can be killed by using

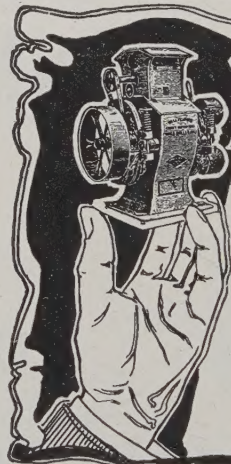
### "FUMA" BISULFIDE OF CARBON

which is prepared especially for ridding grain elevators and mills of these pests.

If you don't want your grain graded "Rejected" on account of weevil, write for relief to

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Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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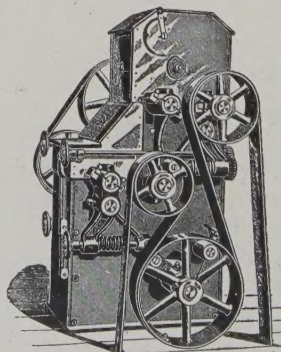
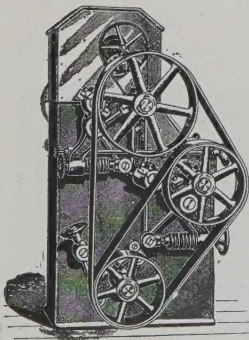
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**GUARANTEED  
LARGEST CAPACITY  
FOR POWER  
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Wide Bearings.  
Splendid Belt Contact.  
Simple and Convenient Adjustments.  
Can be driven on either side from a shaft running in either direction.  
Sent on 30 days' trial to responsible parties.

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PLEASE MENTION THIS PAPER.



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"EUREKA" ELEVATOR OAT CLIPPER AND COUNTER BALANCE SHOE SEPARATOR ARE ECONOMICAL, HIGH GRADE, AND MECHANICALLY CONSTRUCTED MACHINES. WE GUARANTEE RESULTS. IN USE IN THE LARGEST AND LEADING ELEVATORS.

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Contain four pages of tables reducing carloads of barley, weighing from 20,000 to 64,000 pounds, to bushels of 48 pounds each, and four pages of tables reducing any carload of malt weighing from 20,000 to 64,000 pounds to bushels of 34 pounds each.

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Dries and cools tough grain to merchantable condition at a cost of \$1.00 per car, or less.

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Dries with fire or steam, will dry oats to milling condition with fire in thirty minutes. No contact with hot metal; popping impossible. Stirring done by gravity, without use of power. Any flavor desired is obtained with this drier.

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Dries in continuous flow; the grain constantly in motion, by gravity, and dried to absolute uniformity.

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THE HESS DRIER uses less power than any other. It is fireproof, and is the only drier for elevators approved by underwriters, and permitted by them without extra charge. The only machine in successful use in the large terminal elevators of Chicago, Cleveland, Duluth and other grain centers.

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Send for illustrated catalog on fire proof steel grain elevators.

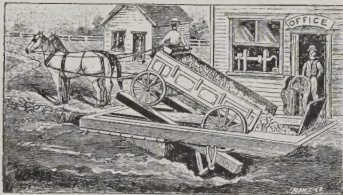
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WE WILL SAVE YOU MONEY.

BUY THE MOST ACCURATE  
DUMP SCALE MADE.

Write for prices on anything in the scale line.

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Automatic  
Weighing  
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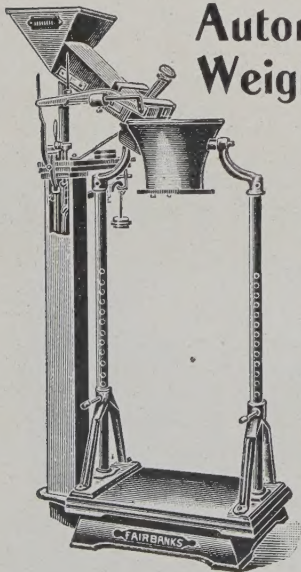
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and BAGGING  
ALL KINDS  
OF GRAIN

Saves Time,  
Works Rapid,  
Weighs Accurately,

Earns Money  
AND  
Increases  
Your Profits.

WRITE  
TO

**MUNSON BROS. CO.**  
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## OATS

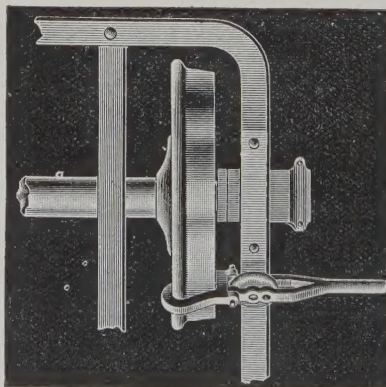
CLIPPED, CLEANED  
AND MIXED  
AT THE

Nickel Plate Elevator,

Operated by HARRY G. CHASE, 10 Pacific Ave.  
...CHICAGO...

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(Patent applied for.)



The Special Car Mover.

Applies the power in the direct course of the revolution of the wheel. It moves a car with less power and greater speed than any mover on the market. Price \$5, F. O. B. Sac City, and shipped C. O. D. subject to examination before accepting.

Write for full particulars.

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Contracts taken for all kinds of Heavy Work.  
Estimates furnished if desired.

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**READ THIS!** My new catalog is "not quite ready for distribution, but we are ready to do your work, prepare your plans, build your elevator, furnish your supplies, or any part of them. If you want the best Car-Puller, Elevator Head or Boot, ask for it. Send for special circulars, also send your entire bills for supplies and get my special prices.

WM. W. LOCKWOOD, Winfield, Kan.

**L. O. HICKOK,**

Designer and Contractor of

## GRAIN ELEVATORS

MINNEAPOLIS, MINN.

**W. S. CLEVELAND,**  
Elevator Builder,

Plans and Estimates Furnished on Application.  
520 GUARANTY LOAN BLDG.,  
MINNEAPOLIS, MINN.

## THE CONVEYOR CAR LOADER.

(Patent applied for.)

Loads a car at a speed of 2,000 to 4,000 bushels of shelled corn, wheat, oats, etc. per hour and  $\frac{1}{2}$  as much ear corn. Requires  $\frac{1}{2}$  horse power and  $\frac{1}{3}$  as much can be loaded by crank and hand power, and operator is out of the dust. It can be connected conveniently to any number of shipping bins. Price \$35, F. O. B. Sac City, and shipped C. O. D. This price includes rope transmission connection to your power and to any number of shipping bin chutes, also a special grain spout to connect chute with loader.

We are patentees and manufacturers of the **Incline Elevator and Dump**. It is the best and cheapest ear corn and small grain storage. Grain dealers, farmers and feeders plants solve the problem of cribbing ear corn, etc., without shoveling.

## GRAIN ELEVATOR BUILDERS.

### E. LEE HEIDENREICH,

541 Rookery, CHICAGO.

Designer and Builder of Grain Elevators

MONIER CEMENT TANKS  
A SPECIALTY.

### MACDONALD ENGINEERING CO.

Designers and Builders of  
Grain Elevators,

Monadnock Building. CHICAGO, ILL.

### IF YOU INTEND TO BUILD A GRAIN ELEVATOR

You will profit by examining my plans of conveniently arranged houses. I study to economize space, labor and power. Complete elevators of any capacity built under one contract.

M. J. TRAVIS, Atchison, Kan.

### RELIANCE M'F'G. CO.

Manufacturers of the Reliance Grain Cleaners.

DESIGNERS AND BUILDERS OF

**Grain Elevators,**

Complete Equipments for Elevators and Mills.

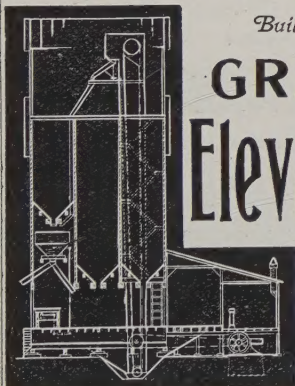
1521, 1523 Bates St., Indianapolis, Ind.

### HONSTAIN & CO.

Builders of

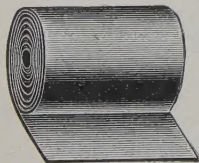
**GRAIN  
Elevators**

324 South  
Third Street,  
Minneapolis,  
MINN.



### BELTING

FOR  
CONVEYORS  
AND  
ELEVATORS  
ALSO  
Fire Hose,  
Packing, etc.



We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

GUTTA PERCHA & RUBBER MFG. CO.,

96-98 LAKE ST., CHICAGO.

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GRAIN ELEVATOR CONSTRUCTION

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### John S. Metcalf Co. ELEVATOR BUILDERS,

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Plans and Specifications a specialty. CHICAGO.

## THE BARNETT & RECORD CO.

MINNEAPOLIS, MINN.

....Contractors and Builders of....

## Grain Elevators

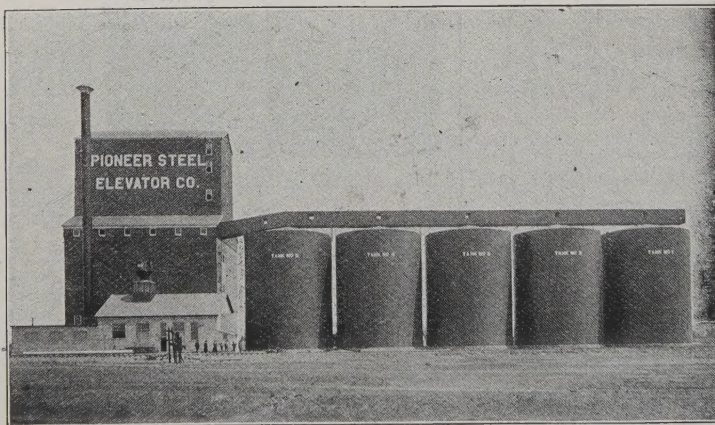
## Wm. Graver Tank Works

MANUFACTURERS AND BUILDERS OF

**STEEL STORAGE TANKS**

...AND...

## →Steel Elevators←



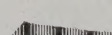
We  
Build

**Storage**

For  
Any  
Commodity  
Of  
Any  
Capacity

GENERAL OFFICES,

**303 Dearborn Street,**



**CHICAGO.**

### IF YOU WANT

To buy, sell, rent or lease an elevator, or buy or sell machinery, try a liner ad. in the **GRAIN DEALERS JOURNAL**; its inexpensive and effective.

## GRAIN ELEVATOR SUPPLIES.

Grain  
Elevator  
MachineryENGINES  
BOILERS  
AND  
SUPPLIES

Write for Estimates.

DES MOINES MFG. &  
SUPPLY CO., 101 E. Court Av.  
DES MOINES, IA.GRAIN  
ELEVATOR  
MACHINERY.

SEND FOR CATALOGUE No. 40.

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GENERAL OFFICE AND FACTORY,  
LEAVENWORTH, KANS.WAREHOUSE AND SALESROOM,  
KANSAS CITY, MO.

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A Full Line of ELEVATOR Machinery  
In STOCK for PROMPT SHIPMENTSteam and Gasoline Engines, Horse Powers,  
Grain Shovels, Buckets, ROPE DRIVES

WRITE US.

CLEANING MACHINERY,  
CORN SHELLERS AND CLEANERS,  
TRIPPERS, CAR PULLERS,  
BELT CONVEYORS,  
POWER GRAIN SHOVELS,

ELEVATOR SUPPLIES.

BELTING, BUCKETS,  
HEADS AND BOOTS,  
CONVEYOR, SCALES, Etc.

## ELEVATOR SUPPLIES

GAS AND STEAM ENGINES

H.L. THORNBURGH &amp; Co.

245-7 S. JEFFERSON ST.  
CHICAGO, ILL.

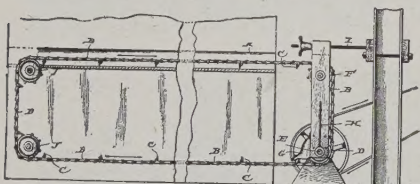
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For Elevators and Flour Mills  
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Hose, Packing and General Supplies.

CHAS. E. SANFORD & CO.  
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CHAIN GRAIN FEEDER

is the most convenient, economical and practical grain feeder for conveying grain from dumps, to feed shellers or elevators.



Elevator and Mill Supplies of all kinds.

Address A. H. RICHNER, Crawfordsville, Ind.

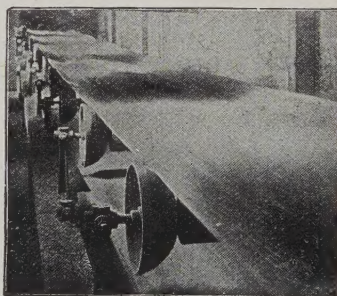
SALES,  
SHIPMENTS AND  
RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales and shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/2 x 16 1/2 inches, used double. The left hand pages are ruled for information regarding **SALES** and **SHIPMENTS**; the right hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car Number and Initial. Our Weights, in Bushels, Grade, Route, Rate. Under **RETURNS** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each book has room for records of about 1400 car loads. It is bound with substantial leather covers and printed on linen ledger paper.

Price, \$1.50. For sale by

GRAIN DEALERS COMPANY,  
10 Pacific Ave. CHICAGO, ILL.

## GRAIN ELEVATOR MACHINERY.



GRAIN CONVEYOR.

Grain Trippers, Car Pullers, Spouting,  
Belt Conveyors, Wagon Dumps, Shafting,  
Pulleys, Gearing, Friction Clutches,  
Rope Sheaves, Link Belting,  
Sprocket Wheels, etc.

Send for Catalogue No. 25.

## LINK-BELT MACHINERY CO.,

Engineers, Founders, Machinists,  
CHICAGO, U. S. A.

## Grain Register

For Country Buyers is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8 1/2 x 14 inches and at the top of the columns are printed Date, Name, Article, Gross and Tare, Number of Pounds, Number of Bushels, Price, Amount, Bin Number, and Remarks. Each page has spaces for 26 wagon loads and each book contains 100 pages, making each book contain spaces for records of 2,600 loads. The book is well printed on linen ledger paper, ruled in four colors and substantially bound in leather covers.

PRICE - - \$1.25.

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GRAIN DEALERS COMPANY,  
10 Pacific Ave., CHICAGO, ILL.

## Grain Trade Books

of all kinds can be obtained at the office of the

GRAIN DEALERS JOURNAL, CHICAGO.

H. J. Lane, Blue Rapids, Kan.: Yes, continue ad in next issue. I have received a number of inquiries regarding elevator.

B. S. CONSTANT CO.,  
BLOOMINGTON, ILL.

## DESIGNERS OF GRAIN ELEVATORS.

We manufacture Sheller Feeders, Elevator Feeders, Water-Tight Boots, Steel Tanks, Dust Collectors, Wagon Dumps, and Grain Separators. All kinds of Elevator Supplies.

WRITE FOR PRICES.

ELEVATOR  
SUPPLIES

OF ALL KINDS.

GASOLINE ENGINES,  
STEAM ENGINES  
AND BOILERS.

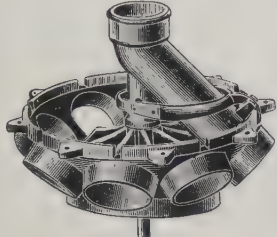
Boiler and Machine Shops.

GLOBE MACHINERY &  
SUPPLY CO.414 to 418  
W. Court Ave.  
DES MOINES, IA.

## GRAIN ELEVATOR SUPPLIES.

### The Overflow Signal Device

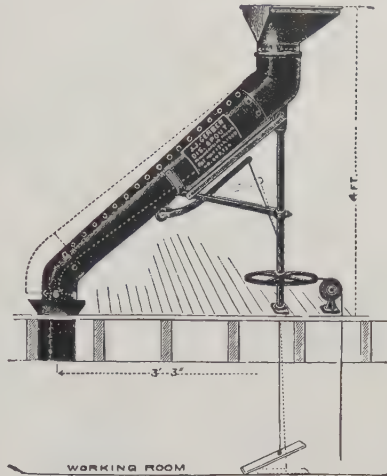
Of the Hall Grain Distributor is patented and is unique. Operates by gravity without a moving part. Signals the operator on working floor at the exact moment the bin and bin tube are full, without wasting or mixing a single kernel of grain—invaluable feature.



Patented April 17, 1900.

In some spouts the overslopping grain chokes the boot and stops the elevator before it is known a bin is full, leaving 2 bushels of grain in spout and elevator head to be wasted, mixed into other bin tubes as the spout is shifted, costing the owner TWO BUSHELS of grain (or \$1.00 if wheat) every time a bin is filled. How often do they fill? Is such a crude makeshift really cheap at any price. Send for booklet to

HALL DISTRIBUTOR CO.,  
519 First Nat'l Bank Bld., Omaha, Neb.



### THE GERBER No. 2 IMPROVED DISTRIBUTING SPOUT

(Patented May 15th, 1900. No. 649,724)

SOLD BY

### J. J. GERBER SHEET METAL WORKS

128 Sixth Ave., So., MINNEAPOLIS, MINN.

Mill and Elevator Work a Specialty.

Made of heavy sheet steel with Hopper and Elbows of cast iron. The elbow at discharge end sets into floor or funnels leading to bins making it impossible for the spout to get out of position and mixing grain.

By pressing the foot lever to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be used with or without floor funnels. Users say it's the best spout in the market. Try one and be convinced.

AGENTS:

Link-Belt Supply Co. {  
Fairbanks, Morse & Co. { Minneapolis, Minn.  
C. D. Holbrook & Co. {  
Skillin and Richards Mfg. Co., Chicago, Ills.  
Des Moines Mfg. & Supply Co., Des Moines, Ia.

## The Tiger Corn Sheller

and CLEANER is the Best on Earth

Try one or more and be convinced  
This is no josh

For price and particulars, address

### City Iron Works

GRAND LEDGE, MICH.

La Rose Grain Co., La Rose, Ill.: We have sold our scale through our advertisement in the JOURNAL. Please discontinue it.

## The Adjustable Elevator Dump



LOW WHEEL WAGON ON DUMP.

WE claim superiority over all other dumps in giving low wheel wagons enough pitch so grain will leave the bed freely, in letting wagons down easily. The dump can be placed on all sill dumps without changing trip or pins that sills are hung with. To responsible firms dump will be sent on 30 days' time, with freight prepaid. Write us for descriptive circular and price list.

Brookston, Ind., Oct. 6, 1900.

Messrs. Sims Bros., Paris, Ill.

Gentlemen:—We have been using the Adjustable Elevator Dumps for several weeks. We are well pleased with their working, and can recommend them to any one interested in good dumps.

Respectfully yours,  
JOHN B. ROSS & CO.

SIMS BROS., MANUFACTURERS  
AND PATENTEES  
PARIS, ILL.



## Reduce Cost of POWER INSURANCE

As well as danger of dust explosions  
equipping your elevator with

### Cyclone Dust Collectors

MADE BY

THE KNICKERBOCKER CO., Jackson, Mich.

## DO YOU WANT

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL, which is published on the 10th and 25th of each month by the Grain Dealers Company, at 10 Pacific Avenue, Chicago, for \$1.00 per year.

## NUTT'S Patent Flexible and SPOUT Telescoping



Closed.



Open.

Manufactured by

is the most convenient, the easiest handled, and adapted to more uses than any other spout made.

Cheapest because one will do the distributing of many spouts of other patterns. Can be closed up to occupy one-fifth of the length when extended.

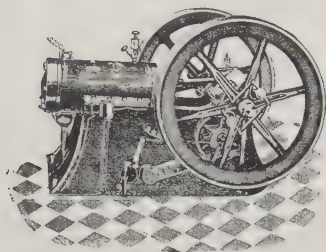
WRITE FOR  
PRICES.

FLEXIBLE SPOUT CO., Urbana, O.

H. A. Clevenger, Bondville, Ill.: I have sold the elevator at York, Neb., so you may take the ad out of the JOURNAL. I received letters from every direction.

## POWER FOR GRAIN ELEVATORS.

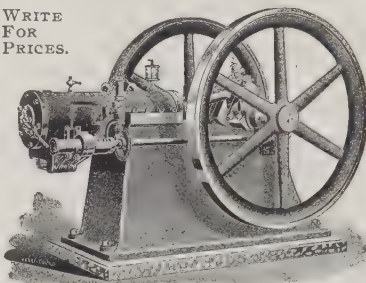
## Power for Every Class of Work.



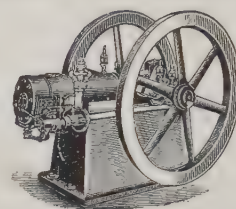
The Waterloo Gasoline Engine Co. Waterloo, Ia.  
Branch Houses: David Bradley & Co.,  
Council Bluffs, Iowa; Bradley, Clark &  
Co., Minneapolis, Minn.

## The Columbia GAS and GASOLINE ENGINES.

WRITE  
FOR  
PRICES.



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66-70 So. Canal St., CHICAGO, ILL.



## THE BROWN GASOLINE ENGINES

are simple, reliable,  
and economical. For  
full information, ad-  
dress,

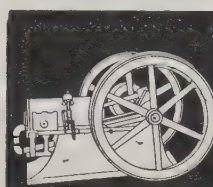
Brown Gas Engine Co.  
COLUMBUS, OHIO,



## CORNELL Gasoline Engines.

FOR GRAIN ELEVATORS.  
Write for special adver-  
tising price on first en-  
gine, stating horse power  
required.

Cornell Machine Co.  
Sangamon and Superior St.  
CHICAGO, ILL.

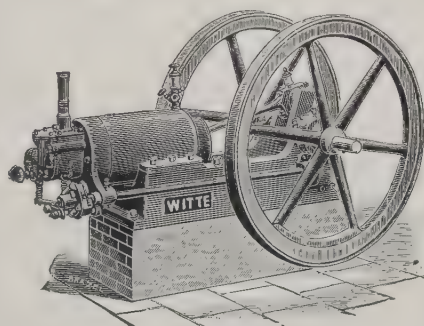


STATIONARY  
PORTABLE  
PUMPING  
Best That

GAS AND GASOLINE ENGINES  
1½ to 50 H. P.  
can be built, hence money can buy it  
We guarantee and can prove  
Our catalog will interest you, because it describes  
and illustrates all that is best and most modern in  
gas engines.

Monarch Gas Engine Co., 3512 E. N. Y. St., Indianapolis, Ind.

THE  
MONARCH  
GAS  
ENGINE  
CO.



## WITTE GASOLINE ENGINE

Made by modern tools and methods.  
10 years experience, fully guaran-  
teed, up-to-date, strong, durable  
and simple. A five year guaran-  
tee with every engine.

Witte Iron Works Co.,  
513 West 5th St.,  
Ask for catalog I. Kansas City, Mo.  
Chicago Office:  
30 West Randolph Street.

## THE GAS AND GASOLINE ENGINE AND ITS AGE....

BY NORMAN & HUBBARD.

Is a practical hand book of questions and answers; a reference book for users and those contemplating the purchase of a gas or gasoline engine. It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines. Besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.

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and Hay Trade Journal.....	for \$2.00 per year
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You can get the Grain Dealers Journal and any one of the publications mentioned above by sending the sum set opposite the name of the publication desired to .....

GRAIN DEALERS COMPANY, 10 Pacific Ave., CHICAGO, ILL.

William R. Perrin & Co., Chicago, Ill.: We have sold the engine that we advertised in the Grain Dealers' Journal. We were very much pleased with the large number of inquiries we received thru the advertisement.

Little & Co., Oldtown, O.: Please discontinue for the present our "For Sale" ad, as we already have more replies than we can look after.

E. Pankhurst, Boyd, Ia.: I have sold my elevator to O'Connor Bros., of Washburn, Ia. I received several replies to my advertisement in the Journal and made a sale to one of the replies.

Alex. Glass, Freeman, Mo.: Drop my advertisement until further notice. Have had several letters from parties who want to buy elevators; but have not sold yet.

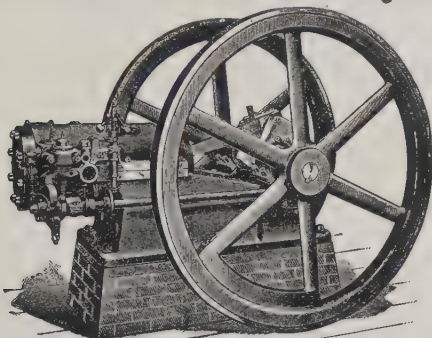
A BOOK OF  
SPROCKET CHAIN  
APPLIANCES  
WEBSTER MFG. CO.

Our book of Sprocket Chain Appliances, also our book of Power Transmitting Appliances are full of valuable information for all who are interested in either of these lines. We will take pleasure in mailing them on application. Have you received our March 1st Price Current?

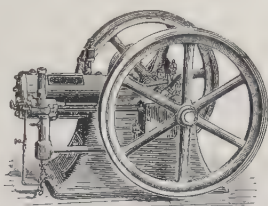
WEBSTER MFG. CO.  
1075 W. Fifteenth Street, CHICAGO, ILL.  
38 Day St., NEW YORK CITY.

## POWER FOR GRAIN ELEVATORS.

The "New Era" Gas and Gasoline Engines.



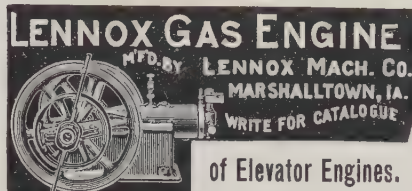
If interested write for particulars to  
**THE NEW ERA IRON WORKS CO.,**  
No. 86 Dale Ave. DAYTON, OHIO.



## Just the Thing for Grain Trade

No intricate parts to get out of order and all vital parts are enclosed in a housing and run in an oil bath.  
GET OUR NEW CATALOG AND PRICES.

**Weber Gas & Gasoline Engine Co.,**  
Main Office and Factory, KANSAS CITY, MO. P. O. Box 1114-B.



**LENNOX GAS ENGINE**

MTD. BY **LENNOX MACH. CO.**  
MARSHALLTOWN, IA.  
WRITE FOR CATALOGUE

of Elevator Engines.

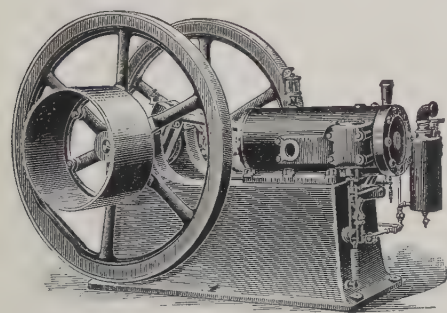
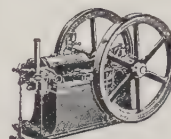
## BRUNNER ELEVATOR ENGINE

FOR GRAIN ELEVATORS.

From 1 to 30 H. P.

Write for descriptive circular.

**CHARLES BRUNNER, Mfr.,**  
Peru, Ill.



## Original LEWIS Gasoline Engines

MOST POPULAR AND RELIABLE FOR

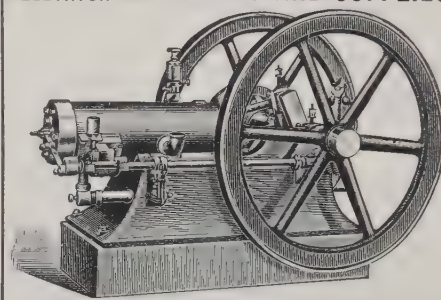
GRAIN ELEVATORS, WATER WORKS, ELECTRIC PLANTS

Volume Governor, Double Exhaust Air Adjustment to Regulate Mixture

GOLD MEDAL WORLD'S FAIR—1893  
TWO GOLD MEDALS, OMAHA—1899

**J. Thompson & Sons Mfg. Co. Beloit, Wis.**

## C. D. HOLBROOK & CO. MILL AND ELEVATOR MACHINERY AND SUPPLIES



COFFIELD GASOLINE ENGINES, Minneapolis, Minn.

## YOUR NAME IN GILT LETTERS.

ON A REVISED EDITION OF

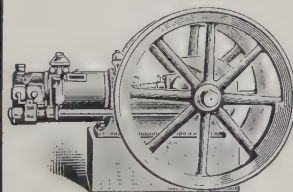
## ROBINSON'S CIFER CODE.

BOUND IN LEATHER FOR \$2.25.

BOUND IN CLOTH FOR 1.75.

(Add 15c. for exchange when sending local check.)

**Grain Dealers Company,**  
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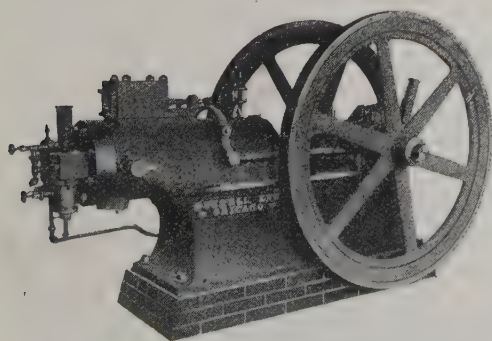


We told you in our last talk that there had been upwards of 58,000 Otto Engines sold. Of this number 10,000 were built in America at our Philadelphia shops, during a period of 25 years. The first engine we built is still running and owned by the Government. Of the balance, 90 per cent are working to-day, examples of what may be expected of correctly designed and well-built machinery.

The life of the Otto engine under ordinary conditions and with proper care is 15 to 20 years: Bear this in mind when looking for power.

Chicago Representative,  
**T. W. SNOW,**  
360 Dearborn St.

**OTTO GAS ENGINE WORKS,**  
PHILADELPHIA, PA.



SEND FOR OUR NO. 2 CATALOG.

## SKILLIN & RICHARDS MFG. CO.,

241-245 S. JEFFERSON ST.

CHICAGO, ILL.

MANUFACTURERS OF

## Grain Elevator Machinery

OF THE MOST APPROVED KIND.

Rope Transmission.  
Link Belting.  
Sprocket Wheels.  
Pulleys, Hangers, Etc.

Steel Plate Friction Clutches.  
Rubber, Leather and Cotton Belting.  
Spiral and Belt Conveyors.  
Elevator Bolts and Washers.

Salem Elevator Buckets.

Makers of the **BURRELL ENGINES** for Gas and Gasoline.  
POPULAR, RELIABLE AND GOOD.

# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

GRAIN AND COAL BUSINESS for sale. Address C. Keefe & Co., Maple Park, Ill.

GOOD elevator and coal business for sale cheap; everything new. E. Pankhurst, Farley, Ia.

ELEVATOR at Dunlap, Ia.; grain and coal business. Write for particulars to Lehan Grain Co., Dunlap, Ia.

NEW elevator with grist mill. Good trade in grain, seeds, hay, cordwood and live stock. E. M. Small, Yeddo, Ind.

ELEVATOR, cribs and residence for sale; no competition; will sell cheap if sold at once. K., box 5, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR, residence and coal sheds for sale; steam power, 30 x 40, 20,000-bu., with 50,000-bu. crib room. George H. Sims & Son, Portsmouth, Ia.

OHIO elevator in good corn country; a bargain if sold at once; best of reasons for selling. O. C., box 4, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND FLOURING MILL for sale or rent, with modern machinery; in town of 3,000; railway connection. Inquire Shields & Shields, Howell, Mich.

IOWA ELEVATOR, 8,000-bu.; only elevator at station. Have other business. Will sell cheap. Address Barley, box 4, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

ELEVATOR and livestock business in eastern Neb. Good location, shipped 150 cars last year and will do as much this year. Good reason for selling. Bartlett, box 1, care Grain Dealers Journal, 10 Pacific-av., Chicago.

ELEVATOR for sale; 20x52; strongly built of oak; iron roof; 1 pair dormant scales; no machinery; on leased ground on Wabash R. R. at Cotton, O. Will exchange for Paulding county land. Cecil Grain & Lumber Co., Cecil, O.

MILL & ELEVATOR in the best grain belt cent. Ill. Capacity of mill 50 bbl., of elevator 40,000 bu.; both in first class condition and doing good business. or will exchange for good farm land. A. J. C., box 1, care Grain Dealers Journal, Chicago, Ill.

ONE of the best mill and grain elevators in Indiana, located on one of the principal Chicago and Indianapolis railroads. Profits this past year, about \$6,000. This property is offered thru us by one of our customers. Price, \$13,000. Bassett Grain Co., Indianapolis, Ind.

ELEVATOR, with good coal and wood business, in one of the best localities, with good territory in southwest Minn.; capacity, 16,000; in first-class condition and doing good business; gasoline power; good reason for selling. J. H. box 5, care Grain Dealers' Journal, Chicago.

## ELEVATORS WANTED.

ELEVATOR, in town of 1,000; state business, price. Box 110, Bunker Hill, Ind.

SMALL elevator wanted, to buy or lease; southwestern Iowa preferred. Box 423, Lenox, Iowa.

RESIDENCE to exchange for elevator or land; Minn., S. D. or N. D. Address 427 Hutchinson, Minn.

WANT to rent elevator at good grain point in Ill. R. B. C., Box 3, care Grain Dealers Journal, Chicago.

ELEVATOR wanted, on line of U. P. or B. & M., in Neb. B. S. C., box 4, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR wanted, to rent or buy, in central Ill. or Iowa, where stock is handled. W. H. Sutherland, Milo, Ill.

CENTRAL NEBRASKA elevator wanted for cash; 10,000 to 20,000 bu. Address P. J., box 4, care Grain Dealers Journal, 10 Pacific-av., Chicago, Ill.

ELEVATOR wanted, to buy, in east or S. E. Neb. State capacity, power, machinery and shipments during year. N. A., box 4, care Grain Dealers Journal.

ELEVATOR wanted in eastern Nebraska or western Iowa. Will pay right price for good grain business. Give full particulars first letter. L. Box 203, Palmer, Neb.

WANTED, to buy or lease, elevator in town not less than 1,000 in Ohio or Ind.; must do good business; give full particulars first letter. Address box 500, Lewisburg, Ohio.

WANTED, to lease with privilege of buying, a grain elevator in good location, Iowa or Minnesota; give full particulars by mail. Address G., box 5, care Grain Dealers' Journal, Chicago, Ill.

## HELP WANTED.

ELEVATOR FOREMAN and millwright wanted, for elevator in Pennsylvania. Must be thoroughly familiar with elevator machinery and be able to repair same. Address S., Box 3, care Grain Dealers Journal, Chicago, Ill.

MILLWRIGHT AND MACHINIST wanted, to build country elevators and keep line of elevators in repair; must understand gasoline engines; permanent employment for right man. Address Central, box 5, care Grain Dealers' Journal, Chicago.

## MISCELLANEOUS.

FLOUR MILL WANTED at good grain point, where there is no competition. Give full particulars. Address Peace Lover, room 94 Traders bldg, Chicago, Ill.

BOARD OF TRADE firms in Chicago, Kansas City or St. Louis wishing private wire correspondents in some of the best outside cities address Telegraph Operator, Saline, Mo.

## MACHINES FOR SALE.

ONE No. 4 Barnard's Double Screen Corn Cleaner for sale. W. H. Caldwell, 1117 Royal Ins. bldg., Chicago, Ill.

HAY PRESS, large-sized Southwick; only used three months, for sale. Crabbs & Reynolds, Crawfordsville, Ind.

WESTERN SHELLER No. 4. \$25; Barnard Leas No. 2½ Dustless Wheat and Oat Extractor, \$35. J. B. Outram, Lippincott, Ohio.

CORN SHELLER, portable, 4-hole Marseilles; good condition; \$75 f. o. b. cars here. Goodrich Bros., Hay and Grain Co., Winchester, Ind.

OAT CLIPPERS, secondhand, for sale at a bargain: two No. 5 "Eureka." Address R. B., box 7, care Grain Dealers Journal, 10 Pacific av., Chicago.

OAT CLIPPER, No. 5 Eureka; horizontal scourer, Eureka No. 5. Good as new; bargain. Address John Doe, 307 Third-st. S., Minneapolis, Minn.

SCREW conveyor, elevator boots and belting, and Cyclone Dust Collector for sale. Write for catalog No. 326. The Chicago House Wrecking Co., W. 35th and Iron-sts., Chicago, Ill.

## GRAIN FOR SALE AND WANTED.

CLOVER AND TIMOTHY seed, home grown, for sale by Schlatter & Seaward, Bellevue, Iowa.

EARLY CHAMPION OATS for sale. For sample and prices address W. F. Harris, Williamsburg, Iowa.

WANTED, car of small white oats absolutely free from wild oats. J. W. Benson & Co., Heron Lake, Minn.

SEED OATS wanted, car lots; mail sample and price delivered Marcellus Sta., N. Y. F. B. Mills, Rose Hill, N. Y.

BUYERS wanted for millet, Hungarian broom corn seed, cane seed and seed corn. M. B. Sherwood, Brashear, Mo.

CLOVER SEED for sale. A limited amount of home grown, re-cleaned Mammoth and Alsike. W. E. Hurd, Logansport, Ind.

CLOVER SEED—100 sacks home grown first-class and clean medium clover seed for sale by Jno C. Kuempel, Clayton, Ia.

FARM SEEDS—Choicest new varieties of seed corn, oats, wheat, barley, rape and all kinds of field and grass seed. Iowa Seed Co., Des Moines, Ia.

SEED CORN, St. Charles, White and Southern White Corn; write for prices and samples; also clover seed. Schisler-Corneli Seed Co., St. Louis, Mo.

CLOVER SEED for sale; best grades in quantities to suit purchaser. Ask us for samples and quotations; lowest market values. Crabbs & Reynolds, Crawfordsville, Ind.

FARM SEEDS of all kinds; re-cleaned Ohio beardless spring barley; Huron, dent, and other varieties seed corn; clovers; timothy. Write for prices. Henry Philipps Seed & Implement Co., 115 St. Clair-st., Toledo, O.

# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

ENGINE for sale; 15-h. p. Chandler & Taylor; at a bargain. Write for price. R. E. Cunningham, Brook, Ind.

OTTO GAS ENGINE, ten-horse power; good order. Chas. E. Prunty, Main and Market, St. Louis, Mo.

GAS and Gasoline Engines, 2 to 25-h. p. For particulars address The Carl Anderson Co., 23 N. Clinton st., Chicago.

GASOLINE engines 2 to 8 h. p. No better built and price right. Catalog. Complete electric and pumping plants. J. D. Wallace, Champaign, Ill.

GASOLINE engines for sale; 3-h. p. Gus, 5-h. p. Fairbanks, 7-h. p. Otto, 15-h. p. Chicago, 40-h. p. Wolverine. Backus Gas Engine Co., 171 Lake St., Chicago.

SECOND-HAND gasoline engines; one 4-h. p. Van Duzen; one 12-h. p. Otto; one 14-h. p. Charter; also other makes. Write C. D. Holbrook & Co., Minneapolis, Minn.

GASOLINE engine for sale; Lewis No. 7½; estimated 11-h. p., with both gas and gasoline attachments; tube and spark igniters; gasoline storage tank; large cooling tank; all pipe connections; stone for engine bed; pump for water circulation; all in good condition. A contemplated change April 1 leaves us with no use for the above. Price, \$200, f. o. b. cars Crawfordsville, Indiana. Can be seen running any day. Crabbs & Reynolds, Crawfordsville, Ind.

## ENGINES FOR SALE.

PEERLESS 8-h. p. steam engine and Fairbanks-Morse 15-h. p. boiler for sale; in good repair, with all connections for 2-leg elevator. Having enlarged elevator have no use for this machinery. Write or call on Bartley Gulshen, Odell, Ill.

GASOLINE engines: 2½-h. p. Fairbanks, \$120; 4-h. p. Fairbanks, \$200; 5-h. p. Lewis, \$175; 6-h. p. Fairbanks, \$250; 6½-h. p. Webster, \$235; 10-h. p. Webster, \$265; 12-h. p. Fairbanks, \$350; 12-h. p. Otto, \$300; 30-h. p. White & Middleton, \$700. A. H. McDonald, 36 W. Randolph-st., Chicago.

## ENGINES WANTED.

STEAM plant wanted, 10x16 automatic engine, side crank, R. H.; 54x16 boiler, pumps, heater, all connections. E. J. Sharp, Forest City, Iowa.

## MACHINES WANTED.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second hand, can get their wants promptly supplied by advertising them in this department.

## FOR SALE-MISCELLANEOUS.

BAGS, 5,000 2d-hand grain, at 8 cents each. Foell & Co., St. Louis, Mo.

CORN CRIB VENTILATORS, adjustable, fit any crib, reduce liability of deterioration to a minimum, the invention of N. S. Beale, Tama, Iowa. Write for particulars.

## SITUATION WANTED.

POSITION wanted by an experienced grain buyer. References furnished and required. Understand steam and gasoline engines. Address E. S. B., box 2, care Grain Dealers Journal, Chicago.

POSITION wanted in general office of elevator company; fully competent to take entire charge of all work pertaining to management of agents and other general work. E. M. Rogers, 1827 10th Av. S., Minneapolis, Minn.

## SCALES FOR SALE.

FAIRBANKS Hopper Scales, 60-bu.; good as new; \$40. J. B. Outram, Lippincott, Ohio.

## MILLS FOR SALE.

CEREAL MILL for sale, near Chicago, on three railroads, with modern machinery for oatmeal, wheat flour, flakes and breakfast foods. Capacity, 150 bbls. daily. Address Stegel, Cooper & Co., Chicago, Ill.

## DOCKAGE TABLES...

Show the amount of dockage at 1½ lbs., 2 lbs., 2½ lbs., 3 lbs., 3½ lbs., 4 lbs. and 5 lbs. per bushel for any sized wagon load of wheat containing from 2 to 600 bushels. This table is constructed to conform to the usual custom of dropping all odd pounds in the weighing of wheat. It is printed on strong cardboard from heavy faced type. Price, 10 cents each.

## FOR SALE BY

GRAIN DEALERS COMPANY,  
10 Pacific Ave., CHICAGO.

## LOCATIONS FOR ELEVATORS

in Illinois, Iowa and  
Minnesota on the line of the

## Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agt., C. G. W. Ry.  
604 Endicott Bldg.  
St. Paul, Minn.

## FREE to SUBSCRIBERS

If any subscriber to the Grain Dealers Journal desires a copy of the **GRAIN DEALERS AND SHIPPERS GAZETTEER** for 1899-1900, they can obtain one by sending 25 cents in stamps to prepay express charges. This book is said to contain the Freight Agents Official Lists of Grain Dealers and Millers on over 100 lines of Railroad. The names are arranged by railroads. The book contains over 200 pages and is well bound in cloth with flexible cover.

Address, **GRAIN DEALERS JOURNAL**, 10 Pacific Ave., Chicago, Ill.

**GRAIN  
DEALERS JOURNAL**  
10 PACIFIC AVE., CHICAGO, ILL.

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Gentlemen:—Enclosed find One (\$1.00) Dollar,  
for which please send the *Grain Dealers Journal* on the  
10th and 25th of each month for one year to

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# LUMBER

We sell to everyone at the same price, strictly wholesale rates. We will sell to anyone.

**JOHN SPRY LUMBER CO.,**

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

## Champion Corn Sheller

It's the "Champion," and its rightly named. We think it has no equal—certainly none unless you pay three or four times the "Champion's" price.

Its work is easy and rapid. You ought to see and try the "Champion." It is fully guaranteed. Write for descriptive circular.

**R. H. McGRATH,**

ESTABLISHED 1851.

LAFAYETTE,

INDIANA.

## Keep Dust Out of Your Lungs



### USE THE Hurd Respirator

Made of Soft Rubber. Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

## Hamilton Rubber Mfg. Co.

MANUFACTURERS OF HIGH GRADE

# RUBBER BELTING

Rubber and Cotton (Rubber Lined) Fire Hose, Packing, Valves, Gaskets, Mats and Matting.

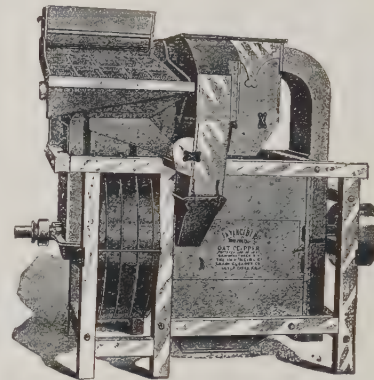
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## INVINCIBLE OAT CLIPPERS



ARE SUPERIOR TO ALL OTHERS BECAUSE

They clip rapidly, perfectly and without waste.

They have great capacity, economy of operation, simplicity and durability.

They will clip for years, run smoothly and require but little power.

They are dustless and do not hull the oats.

Made in 11 regular sizes, 50 to 1,200 bushels per hour. We manufacture corn and cob separators and cleaners, scourers, separators, cleaners, needle screen gravity separators and spiral belt separators.

Write for our catalog.

**Invincible Grain Cleaner Company,**

Invincible Works, Silver Creek, N. Y.

Represented by

W. J. SCOTT, Wyoming Hotel, Chicago, Ill.

EDW. A. ORDWAY,

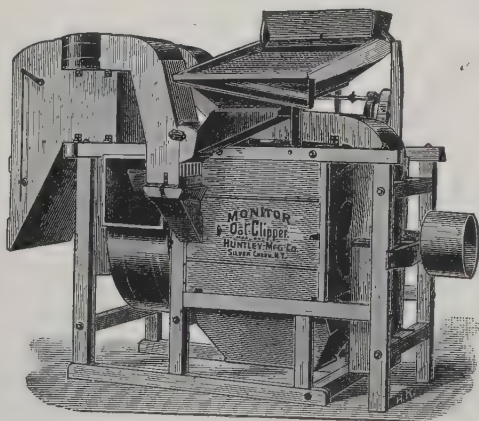
512 Exchange Bldg., Kansas City, Mo.

CHAS. H. SCOTT,

Nicollet Hotel, Minneapolis, Minn.

J. N. BACON,

Blachierne Block, Indianapolis, Ind.



## MONITOR

## OAT CLIPPERS, GRAIN CLEANERS,

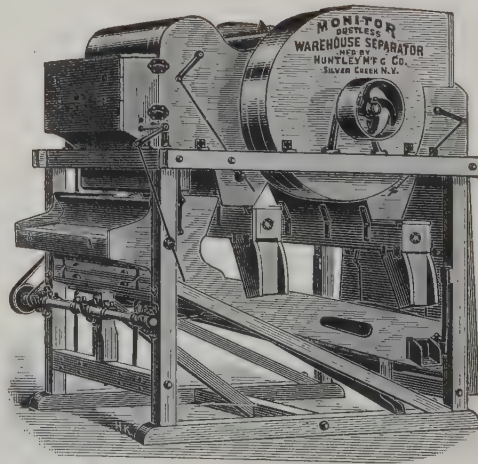
BARLEY, CORN AND FLAX CLEANERS.

STANDARD THE WORLD OVER.

WRITE FOR FULL INFORMATION,  
CIRCULARS, ETC.

**Huntley Mfg. Co.,**

Silver Creek, N. Y.



The railroad and warehouse commission of Illinois, after quietly recommending for 17 years legislation designed to prevent the delivery of grain from public elevators until the warehouse receipts have been cancelled, have finally taken the initiative and caused a bill providing for such regulation to be introduced in the Illinois state legislature. As the public elevator men, who are the most at interest, are favorable to this regulation, no doubt the bill will become a law, un-

less the law-makers' time is too much taken up with log rolling. With this additional guard thrown about public warehouse receipts, this form of security will be more desirable by bankers and money lenders.

The bucket-shop fighters did not succeed in having the tax on these illegal institutions made prohibitive, but the Senate very graciously permitted the tax on bucket shop transactions to be established at the extravagant rate of 2 cents per \$100. As bucket-shop transactions are invariably in very small amounts the effect of the new law will be to recognize these quotation gamblers without bringing the government any revenue worth estimating.

The United States Supreme Court has handed down a decision which gives the state power to require owners of elevators and grain storage houses on the railroad right of way within the state to take out licenses. Minnesota is the only state having such a law, hence the only one interested. It is difficult to understand what the state hopes to gain by such regulations. Those having elevators on private property are not disturbed, hence may have a slight advantage.

At last Congress has passed a bill providing for relief for grain buyers, who heretofore have attached revenue stamps to nearly every thing in the business. Bank checks and grain tickets, as well as money orders, express receipts, telegraph messages, warehouse receipts, leases, mortgages and notes are all relieved from the war tax. The efforts of the different grain dealers' associations, to bring about this relief to the trade, surely had much to do with the final action taken.

Tomorrow we will know how much wheat and corn the agricultural department guesses is to be found in the hands of farmers, and the trade will look upon the guess just as tho it was right, simply because the department makes a better effort than any one else to arrive at the exact truth. By the expenditure of a little more money, special agents could be employed in each grain surplus state to give his entire time to the work. Then would the government crop reports approach nearer to the truth.

Some track buyers date their card bids one day later than day of mailing, thus giving a more positive meaning to the words "Twenty Days' Shipment," and other specifications regarding limits of time for delivery. Heretofore there has been some ambiguity regarding the day upon which shippers' time for shipment, in fulfillment of his contract, would expire. Some have insisted upon dating from date of card bid, while others have maintained with every show of reason, that the contract was not made until ship-

per accepted bid on the following morning. Sundays and holidays, of course, are not included in the time. The more opportunities the trade has for misunderstandings, the more will arise. Those who are anxious to avoid friction will state their contracts clearly and abide by the letter of them.

A bill providing for maximum rates of freight in Texas is being warmly discussed, both pro and con, by the grain shippers of the state. The enactment of such a law providing for the maximum, if low enough, would surely work a great protection to the trade; for then the railroad companies would find it necessary to insist upon the maximum amount and could not afford to cut the rate at a competing point, because they could not offset the reduction by an increase of like amount at non-competitive points.

The commission men who are averse to handling shipments from scoop shovel disturbers, will not handle such shipments even tho the wud-be shipper makes a legal bluff to force him to do so, which, of course, is very improbable; but those shippers who are disposed to take business in any form obtainable, will continue to try to excuse the support they are now giving scoop shovel shippers by hiding behind that fictitious old shadow of exchange rules and state laws, which are supposed to require them to handle all grain consigned to them. Such action is inexcusable, and by encouraging the scoop shovel disturbers, they delay the day when the grain business will be on a far safer basis, and when it will be confined to those who invest their money in facilities and show an earnest intent to make the grain business their business all the time.

Whenever the weighing of grain in a terminal grain market is entrusted to Tom, Dick, Harry or any other person who can provide scales and sees enuf in the fees to pay for his time, heavy shortages are certain to occur. Persons whose only interests are in the fees are not likely to provide the best scales nor pay for the frequent inspections necessary to keep them in working order. The one sure way to secure correct weights, careful and reliable service in a terminal market is to place the weighing of shippers' grain under the direct control and supervision of the exchange interested in the growth of the city's grain trade. Make it responsible for correct weights and they will be obtained, and all grain in each car will be weighed and accounted for to the receiver. When the Merchants Exchange of St. Louis establishes its own weighing department regardless of city ordinances, that city will prove a more attractive market for country grain shippers.

## LETTERS FROM THE TRADE

### A CORRECTION.

Grain Dealers Journal: I note that in the last issue of the Journal, in the notes from Ohio, credit is given me for the issuance of the proceedings of the National Hay Association Convention at Baltimore last August. The honor of this is due to my very worthy successor, Mr. R. H. Peterson of Chicago. He deserves great credit for the manner in which he has compiled and arranged this document, which should be read by every individual engaged not only in the hay trade, but in the grain trade as well. F. F. Collins, Cincinnati, O.

### SCOOPERS HAVE KILLED THE BUSINESS.

Grain Dealers Journal: I am not, at present, in the grain business, but am working as agent for the Baltimore & Ohio Railroad Co.

The grain business at Sherwood has been killed on account of the scoop shovel business. Grain has nearly all been marketed for this spring, and I understand that the mill here will be running by next September.

R. P. Lipe has had some material on the ground here for about a year to build an elevator, he says.

Cars are a very scarce article at present; roads in very bad shape.

Wheat looks very good so far; acreage large.—F. L. Smith, Sherwood, Ohio.

### FEE FOR PRIVATE WEIGHING UNJUST.

Grain Dealers Journal: We propose to continue the fight to place St. Louis on an equal footing with other terminal markets with reference to improved weighing facilities, and reduced fees for weighing, etc., as demanded by the grain dealers' associations.

We consider (and have always considered) that the fee of \$1 a car for weighing grain into private elevators, over private scales, and the same charge by sackers, is entirely wrong, and for the future we shall refuse to sell any grain subject to this charge. Consequently, there will be no charge to our shippers for grain weighed as above.

We are in hopes that the whole matter will be adjusted in a few days and that a uniform fee for weighing will be established in this market, which will be on an equal basis with other terminal markets.—Dayton-Wooster Grain Co., St. Louis, Mo.

### PORTLAND WILL LEAD THE ATLANTIC SEABOARD.

Grain Dealers Journal: Last year we exported about 15,000,000 bushels of grain and expect to double that this year. I have no doubt in a few years Portland will be the leading port on the coast.

The resident grain dealers here are Daten Grain Co., S. W. Thaxter & Co., Paris Flouring Co., Kensell & Taylor, F. A. Waldron & Son, J. J. Lappin & Co., S. A. & J. H. True Co., and Chapman, Norton & Co. These firms do not export any grain to Europe. They deal only with the local trade. None of the export shippers are residents of Portland. They are principally Montreal,

Toronto, Chicago, Boston and New York firms.

Prior to coming to Portland to superintend the Grand Trunk Elevators, Jan. 1, 1898, I superintended the operation of elevators at Burlington, Iowa; Peoria and Chicago, Ill.—B. J. Tobin, Portland, Me.

#### WILL INVESTIGATE DETERIORATION OF GRAIN.

Grain Dealers Journal: Congress has set aside the sum of \$10,000 for the Department of Agriculture for the purpose of investigating the causes of deterioration of grain in oceanic transit and for devising means to overcome the difficulties.

A casual and unofficial investigation heretofore has convinced officials of the department that the general cause of trouble is the fact that our export grain contains too much moisture and that a proper drying before shipment will reduce the trouble and loss to a minimum.

The funds available will make an exhaustive investigation possible, and, it is hoped, will lead to precautions in curing the grain and in care and inspection, which will relieve some if not all of our export stations from the odium now resting upon them.

Foreign importers have suffered heavy losses in the past, which are preventable if intelligent care is used.—Hess Warming & Ventilating Co., Chicago.

#### SUGGESTS EARLIER MEETING OF NATIONAL ASSOCIATION.

Grain Dealers Journal: I think there should be a change in the time of holding the annual meetings of the Grain Dealers National Association.

In my opinion the attendance would be much larger if the meetings were held in August or very early in September, at a time when grain men are not so busy and at a time when most men feel like taking a vacation. In this way we might induce a number of dealers to make the annual meeting the time for them to take their annual vacations.

I noticed that at the meeting at Indianapolis the attendance was very light from Indiana, which should have had a larger number present, and I have no doubt would had it been held at a time when trade was slack.

I hope the next meeting can be held in the summer and that we can get a large attendance. If fifty dealers would agree to take their wives with them to the meeting at Des Moines friendships would be formed so that those families would look forward to the annual meetings with pleasure, and we would have a large attendance assured each year.—P. E. Goodrich, Winchester, Ind.

#### REASONS FOR ST. LOUIS SHORTAGES.

Grain Dealers Journal: With reference to short weights at St. Louis I would say that the grain doors furnished by the railroads are, as a rule, made of the most inferior lumber, and the pressure of the grain opens joints, so that there is more or less leakage. Frequently doors are broken through the center from the pressure of grain. I would therefore suggest that railroads should be asked to construct their grain doors of good lumber and in a workmanlike manner. A visit to any of the railroad shops will be convincing.

Track deliveries cause waste in shoveling the grain from the car into wagons. The cars are inspected and sampled, then sold, and the grain hauled by teams. As a rule cars are not sealed, and there are many ways in which mistakes may happen. In some cases advantage may be taken by teamsters. It is very difficult to keep a proper check on the cars, as the yards are large and every carload cannot be watched by the railroads. After a car is signed for it is hardly their duty to do so, and I believe it would be far better to have every car of grain go to a public elevator here for local delivery. This at least would keep a proper check, and cars would be properly unloaded after the seals are broken. I believe the public elevators here would make such storage rates that in the long run shippers would be the gainers, and it would also expedite making returns.

I do not wish to place discredit on any one, but the greater the confusion the greater the liability to mistake, and certainly it will be admitted that the hauling of grain out of railroad yards by many teamsters—three or four haul out of one car—is a disadvantage over public elevators. The railroads should own and operate terminal elevators, and the rate of freight should include first ten days' storage.—A. Miller, St. Louis, Mo.

#### NEW ORLEANS THE LEADING GRAIN PORT.

Grain Dealers Journal: The consolidation of various lines of railways into trans-continental systems reminds one of the united efforts on the part of East and West lines to try to hold their share of the export grain traffic of the country. Until recent years but little grain had been shipped abroad from any ports other than those in the eastern part of the United States fed by the East and West roads. These roads named the rates and carried our grain to the ports without competition. No line of steamers thought of going to the Gulf for grain. "Time changes all things."

Within a few short years North and South roads have become a formidable competitor for export tonnage. Terminal elevators have been constructed, competitive rates named and steamships induced to make Gulf ports for the grain thus attracted. Galveston, Port Arthur and New Orleans have been especially favored with these increased facilities.

New Orleans has received the most attention and has profited more than any of her sister ports in the South. Ocean liners find no fault even though it is some miles up the river, as the government has aided in making the river navigable to the largest, and they really like landing in fresh water as the barnacles which form on the bottom of the ship while crossing the ocean become loose and drop off while anchored in the fresh water of the Mississippi. The Crescent City's exports of wheat for January amounted to 1,777,391 bushels; corn, 4,444,980 bushels, and of oats, 145,000 bushels.

Of all the roads entering the city probably the Illinois Central system has more elevator capacity and brings more corn than any other. This company has three elevators, with a capacity of 1,850,000 bushels. River frontage has been secured and arrangements made to double the storage room before another crop is ready to be marketed. John C. Fears, superintendent of the Central El-

evator and Warehouse Co., estimates that the receipts of the Illinois Central road for December, January and February will overrun those of last year by fully 7,000,000 bushels. This is certainly a wonderful showing and gives the eastern roads just cause for alarm. Not only is the Illinois Central going to double its elevator capacity at this port, but so also is the Texas Pacific.

Such a steady growth and increase in traffic as that shown can only be accomplished by the roads preparing for the business and by the market maintaining a high standard of fair and honest weights and grades. Both the elevator man who sells to this market and the buyer on the other side of the ocean are alike interested in the standard of weight and grade being maintained beyond question. There has been less complaint during the past season than any other since New Orleans has been exporting grain. This statement is made not only with reference to business which we have handled, but after consultation with other leading firms who buy for and sell from this market. Then too, as a further proof of this statement New Orleans No. 2 hard wheat is bringing a premium of from one cent to two cents per bushel from European buyers. Furthermore, they are becoming content to accept New Orleans terms on both corn and oats—facts which speak for themselves.

This port will lead all others in her exports of grain next year, if indeed she will not have done so this season.—C. A. Burks & Co., Decatur, Ill.

## ASKED AND ANSWERED

#### WHAT CONSTITUTES 20 DAYS' SHIPMENT.

Grain Dealers Journal: In answer to the question as to what constitutes 20 days' shipment we will say that if we accept a bid that is made on Jan. 14, the following morning after it is made, or Jan. 15, and the bid is made on basis of 20 days' shipment, that the time begins to count at the time that we accept the bid—Jan. 15. Then Jan. 16 would be one day, Jan. 17 two days, and so on, making the time expire on Feb. 4.

Surely a note dated Jan. 15 and made payable one day after date would not be due until the 16th. And if made due in 20 days it would not fall due until Feb. 4, as Feb. 4 is the twentieth day after the date of the note.

We do not think, however, that the inability of the shipper to get cars will release him of his obligation to the man to whom he sells the grain.

However, we do think when a shipper orders cars and gives the railroad company a reasonable length of time to furnish them that they should be obliged to furnish them or make good the loss of the shipper in case they do not.—J. Fulcomer & Son, Belleville, Kan.

Mexico's imports during the fiscal year prior to July 1, as reported by Miguel M. Irigoyen, in charge of the statistical section, included 1,040,211 kilograms of oats, 3,595,000 of wheat, and 14,236,000 of corn. The exports during the same time were 126,673 kilograms of wheat, 506,873 of corn and 418,032 of rice.

## SEEDS.

The Michigan Milling Co. is buying considerable clover seed at Benton Harbor, Mich.

The Lewis Mayo Seed & Implement Co. has succeeded Mayo & Oer at Leavenworth, Kan.

Tennessee farmers seem to favor clover more than ever this spring. A great deal has been sown.

The Holloway Seed & Grain Co., Dallas, Texas, will build an extension of its seed warehouse on the M. K. & T. railroad, to cost \$1,500.

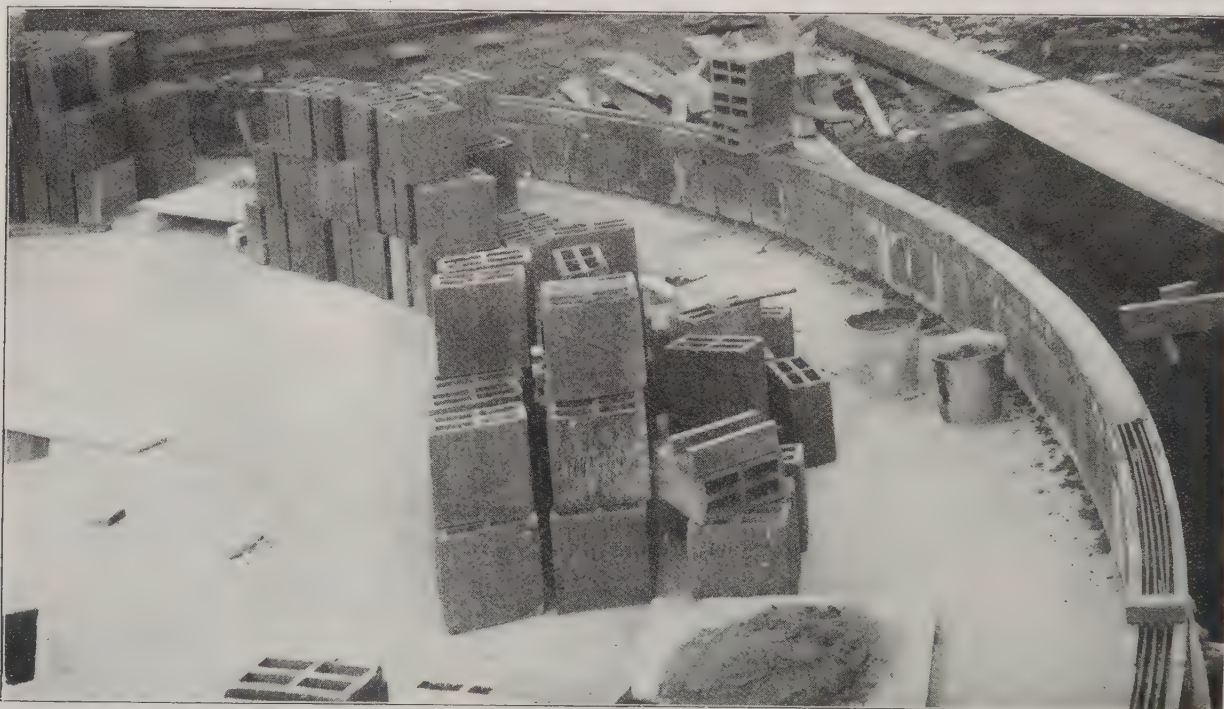
The Leonard Seed Co. has been incorporated at Chicago to deal in seeds, plants and bulbs. Capital stock, \$130,000;

ending March 2 as 912 bags, shipments 4,017 bags; against 1,887 bags received and 4,005 bags shipped during the corresponding week a year ago. For the season to date receipts have been 59,980 bags, shipments 79,572 bags; compared with 120,500 bags received and 120,992 bags shipped during the corresponding portion of the preceding season.

S. H. Stevens, flaxseed inspector and registrar of the Chicago Board of Trade, reports the receipts of flaxseed at Chicago during February as 108,750 bushels inspected and 150,000 bushels not inspected, total 258,000 bushels; compared with a total of 259,000 bushels received a year ago. The shipments during February were 119,667 bushels; compared with 110,605 bushels during February, 1900. The amount in store in regular

## TILE STORAGE TANKS FOR GRAIN.

The recent advance in the rate for insurance on grain elevators and their contents in market centers loudly sounds the doom of the wooden storage elevator, in fact the rate of insurance on some of these old wooden structures is more than the dealers' diminutive profit plus the cost of insurance and storage in a fire-proof house. The cost of insurance alone will force the wood houses into idleness as soon as sufficient fireproof storage capacity is provided to accommodate the trade. The competition of the fire-proof grain storehouses in Minneapolis has already brot despair to the operators of even the newest and best equipped wooden elevators. Fire-proof grain storehouses not only reduce the fire hazard and the cost of insurance, but also



Detail View of Construction of Tile Tanks at Minneapolis.

incorporators, Simon F. Leonard, John C. Leonard and John M. Clark.

The large blue grass seed cleaning plant of R. B. Hutchcraft at Paris, Ky., which was burned in November, will be rebuilt with increased capacity. Paris is situated in the center of the blue grass region.

Chicago received during the week ending March 9, 587,800 pounds timothy seed, 260,600 pounds clover seed, 442,120 pounds other seed and 83,500 bushels flaxseed; compared with 1,190,200 pounds timothy seed, 234,400 pounds clover seed, 248,300 pounds other seed and 113,400 bushels flaxseed, during the corresponding week of 1900.

Chicago shipped during the week ending March 9, 1,282,700 pounds timothy seed, 575,100 pounds clover seed, 240,912 pounds other seed and 46,900 bushels flaxseed; compared with 1,270,100 pounds timothy seed, 256,300 pounds clover seed, 131,300 pounds other seed and 4,000 bushels flaxseed during the corresponding week of 1900.

J. F. Zahm & Co. report the receipts of clover seed at Toledo for the week

elevators at Chicago on Feb. 23 was 132,981 bushels; compared with 1,424 bushels a year ago.

A great many farmers are getting discouraged over the clover problem. They have invested their good money in high-priced clover seed for several years now, and it has been a failure to a large degree, as the present price of seed is ample testimony. Many communities are not growing clover like they once did, and they cannot do it. They know this from experience—and all the instructions of more fortunate farmers as to sowing, etc., to make sure of a crop are worthless in the face of their stubborn facts.—National Stockman and Farmer.

The value of the eight principal farm products of the United States for 1900 is \$1,861,466,000.

Mexico's corn crop is valued at \$142,000,000 and the wheat crop at \$16,000,000. There corn is king.

Bangkok, Siam, is said to afford a good market for American rice milling machinery. The city has 26 steam rice mills.

make loans on grain so stored much more desirable to bankers.

After extensive experiments, The Barnett & Record Co., the well-known grain elevator builders of Minneapolis, have placed a tile storage tank on the market, which they claim furnishes an ideal grain storehouse. This style of structure has so many attractive features to commend it to prospective builders that it is well protected by letters patent. The last elevator to be provided with tile tanks adjacent for storage was the Great Eastern Elevator H, in Minneapolis, which is illustrated herewith.

Each tank has storage capacity for 100,000 bushels. The bottom, which consists of a combination of concrete and steel rods finished over with a top course of tiling and cement rests upon a stone foundation. The tiles are used in such a manner that they are subject only to a compression strain.

The strength required in the wall of the tank is obtained by use of steel bands or hoops which are imbedded into the tiling, every second course of which forms a channel as is shown by the en-

graving. The steel hoops with hooped ends are laid in this channel and the space about them filled with cement. The intervening courses are of ordinary tiles, with vertical openings. The main or outer course of tiles, forming the walls of the tank, vary in thickness according to the size and capacity of the tank. Inside the main course of tiles forming the walls, a three-inch course of porous furring tile is placed. The tiles are so arranged that the space between the main wall tile and furring tile, extends from the bottom to the top of tanks, allowing a free circulation of air. This makes the tanks thoroughly insulated; the outer or main course of the tile is hollow, providing a dead air space. The tiles forming the main wall are made of the very best of fire clay, burned under an intense heat.

The conical roofs of the tanks are formed of concrete and steel rods. The top of the concrete is covered with asphaltum roofing. In the building of this

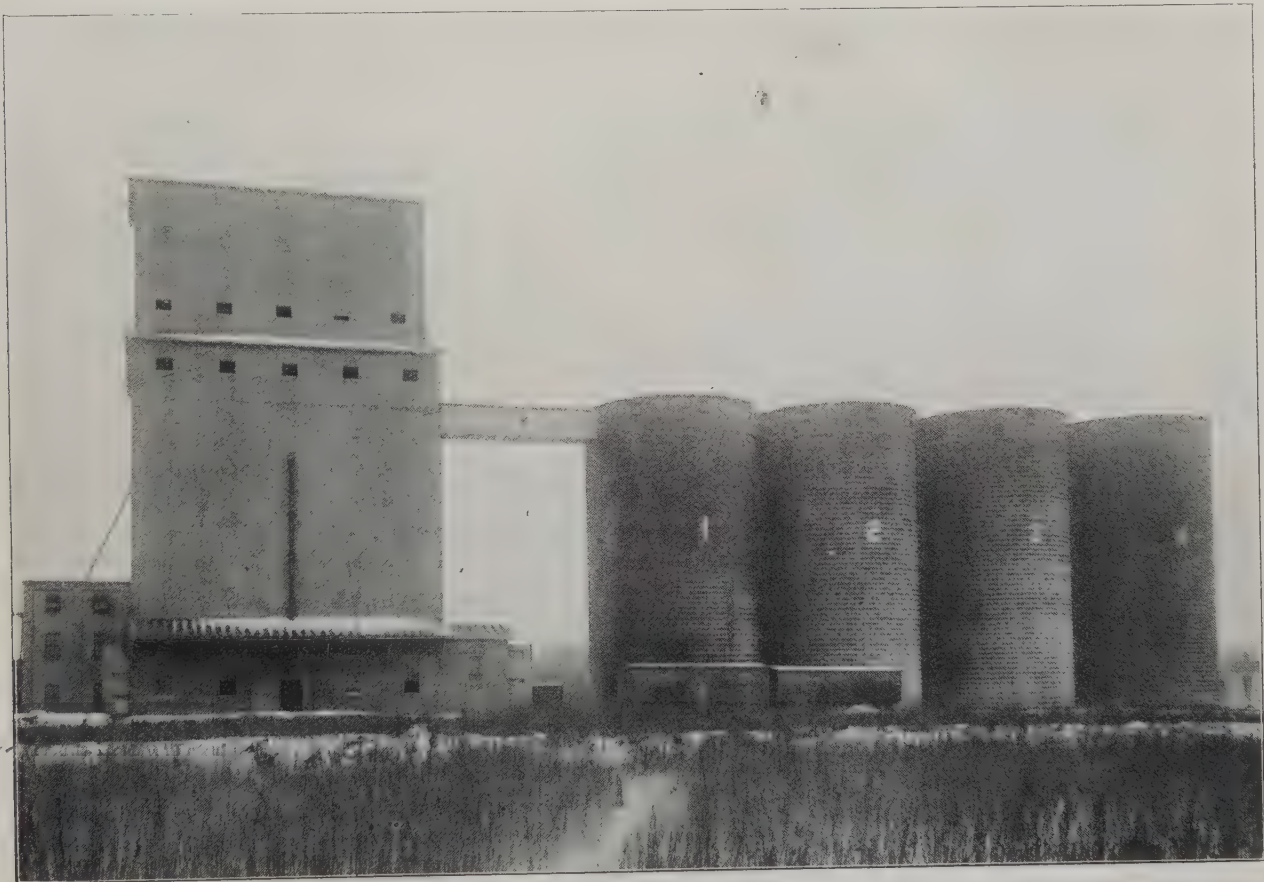
affect the temperature within the tanks. The fact that an insurance rate of 50 cents per \$100 is granted on grain stored in these tanks, while the rate on grain in some of the wood houses of Minneapolis is \$3 and over, shows in a very convincing way what the insurance companies think of the relative fire hazards of the two styles of structures.

#### BOOKS RECEIVED.

**PLEA FOR RESTORATION OF SIXTH CLASS RATES** on hay and straw and a protest against the present classification, is the title of a twenty-four page pamphlet presented by the National Hay Association on behalf of the hay interests of the United States to the official classification committee of the Trunk Line Association and Central Freight Association. W. H. Curley, chairman of the committee on Transportation, sets forth in the protest many statements that go to show that

forated so that half of it folds back onto the other half, bringing the duplicate printing on half of the page over the printing on the other half so that when a carbon paper is inserted between the two leaves formed by folding the page, that an exact duplicate is made of the original entry. There are two ways to use the carbon, one way the farmer gets the original copy; the other he gets the duplicate. A sheet of tin is used between each man's page, so one won't copy through onto the next. A table of weights is also published in front of the book reducing pounds to bushels in wagon load lots for corn, oats and wheat. The book is well bound in heavy board covers. Price \$2. E. J. Scovel, Scovel, Ill.

**THE STATISTICAL REPORT** of the Illinois State Board of Agriculture for December, 1, 1900, has been received. It contains a summary of the reports of the correspondents as to the condition



Great Eastern Elevator and Tile Tanks at Minneapolis.

plant, instead of running the conveyor gallery over the top of the tanks, the side walls of the tanks were run up high enough to permit the conveyor belts to pass through under the main roof.

The belt carrier and passage way are supported by a steel bridge anchored to the tank walls. The belt conveyor can receive grain from any leg in the working house and deliver it to any of the tanks. A conveyor belt beneath the tanks carries grain thru a tunnel back to the elevator.

The builders claim that the perfect insulation of the walls makes it impossible for any outer change of temperature to

the sixth class rate is the maximum rate that the tariff will bear and offers a proper, fair and sufficient return to the railroad companies. Many statistical tables are used to show the source of the arguments and deductions presented. It is to be hoped that this little pamphlet will bring about the desired results.

**GRAIN BUYERS' WEIGHT AND COPY BOOK** is the title of a new scale book recently copyrighted and put on the market by E. J. Scovel. This book is 12x12, contains 225 pages and has room to record 7,425 loads. Each page has duplicate printing of "gross," "tare" and "net" weights and the page is per-

and yield of the crops, live stock, fruits, etc., made to the Illinois State Board of Agriculture. To those interested in the crops, farm and dairy products of Illinois this is a valuable report.

The Argentine government has accepted the plans of the Central Rosario and Argentine Railways for grain elevators at Buenos Ayres.

Germany is sending an official to inquire into the use of agricultural machinery in America with a view to the introduction of labor saving appliances in the Fatherland.

## CHANGES IN TOLEDO GRADES.

Several changes have been made in the rules governing the grading of grain at Toledo, O. Upon the recommendation of the Inspection Committee the Board of Directors have adopted the following changes:

No. 2 hard red winter was changed to read: "To be the hard variety, sound, dry and reasonably clean, and shall not contain more than 3 per cent of white wheat."

from any other cause not good enough for No. 2, and to weigh not less than 52 pounds."

Rejected rye was changed to read: "To be unsound rye, and from any other cause shall not be deemed unmerchantable, and all weigh not less than 48 pounds."

The Philippine Islands imported during the seven months prior to August 1, 13,442 bushels of barley, 1,670 bushels of

## SELECTION OF SEED CORN.

The grain buyer is more directly interested in the selection of good seed than anyone except the grower. The greater his efforts to provide his former friends with good yielding seed, the larger will be the crops and the better the grade. He will be safe in paying the top of the market for the best and need have no fear of heavy losses resulting from a failure of the shipments grading. By discriminating sharply in price the buyer can give the farmer some encouragement to select good seed grain, but by supplying growers with superior seed at a fair price he will give them still more encouragement.

In Bulletin No. 55 of the Iowa Agricultural Station James Atkinson, B. S. A., presents reports on field experiments and much information of value to the buyer and the grower. In writing of the selection of corn, he says: "The vast improvement that has been wrought in domestic animals during the last century stands as an imposing example of what may be accomplished by skillful breeding and selection. This improvement has been an out and out gain to humanity, no other interest having been sacrificed to contribute to its advancement. If production has been increased, it has not led to overproduction, as the world cannot have too many animals of the right sort. It is now pretty well ascertained that the principles involved in the improvement of stock are applicable to plants also. The fact that the yield throughout the corn belt is between thirty and forty bushels per acre would indicate the need of some form of improvement. A full stand of corn, three plants to the hill, hills forty inches apart, each producing an ear weighing one pound, would yield 160 bushels per acre.

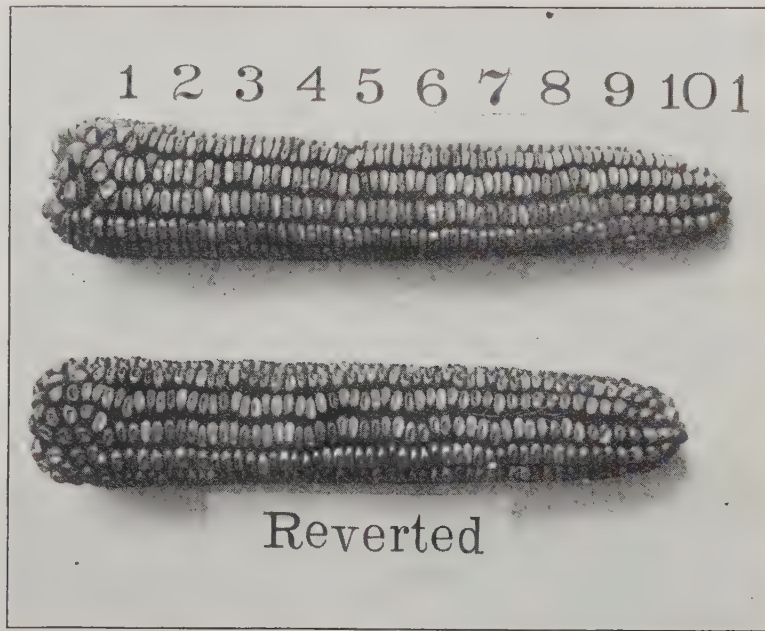


Fig. IV—Reverted Ears, showing large space between Rows, few Rows on Ear, and small circumference.

No. 3 hard red winter was changed to read: "To include inferior or dirty hard winter wheat, but suitable for flouring, weighing not less than 56 pounds to the bushel and containing not more than 8 per cent of white wheat."

No. 2 red and white mixed wheat was changed to read: "To be sound dry and well cleaned, and to include all varieties of soft red and white winter wheat and to weigh not less than 58 pounds."

Mixed No. 2 red winter wheat was changed to read: "To include hard and soft winter wheat mixed and in every respect equal to No. 2 soft or No. 2 hard, and to contain not more than 50 per cent hard wheat."

No. 2 corn was changed to read: "To be mixed corn; sound, dry, clean and can be slightly mixed with unsound kernels."

No. 3 white oats was changed to read: "Shall be white oats, reasonably dry, sweet, sound and reasonably clean. They shall weigh not less than 28 pounds, and shall not contain over 10 per cent of mixed oats; may be slightly stained."

No. 4 white oats was changed to read: "Shall be white oats; may be stained or discolored, but must be reasonably sweet and shall not weigh less than 26 pounds and contain not over 10 per cent of mixed oats."

No. 3 oats was changed to read: "To be mixed oats; reasonably dry, sweet, sound and reasonably clean, and to weigh not less than 28 pounds; may be slightly stained."

No. 3 rye was changed to read: "To include inferior rye not unsound, but



Fig. V—Ears Tapering thruout entire length. A crop from such seed will contain many Nubbins and Barren Ears.

wheat, 100 bushels of corn and 65,536 barrels of wheat flour, as reported by the War Department; compared with 7,175 bushels of barley, 5,095 bushels of wheat, no corn, and 29,073 barrels of wheat flour, during the corresponding period of 1899.

This of course is ideal but why not attain at least half way to this ideal?

"As said by Darwin 'Selection is the preservation of the favorable individual difference and variations and the destruction of all others.' When we consider that dent corns had their origin

in flint varieties it must be acknowledged that considerable improvement has already been made. However it is the work of the breeder to destroy traces of this ancestry to the greatest possible extent in aiming to establish heavy yielding dent varieties. Whenever a tendency to the flint type appears it means fewer rows on ear more shallow kernels and a smaller ear throughout, a combination of defects conducive to poor returns.

smaller grains, which of course means a goodly share of nubbins in the crop.

"Another precaution should be taken in selecting seed corn, namely, that of choosing only such ears as are well filled out at tip and butt. The former should completely cover point of ear, while the latter should press closely around base of husk. A barrenness in either place indicates weak sexual organs and is a defect most likely to be transmitted and

foundation in fact. Every kernel on a sound ear of corn has the ability to produce a plant, having both the male and female organs, whether it be taken from the tip, butt or middle of the ear. This is not equivalent to saying that the plants from these kernels are all identical. Many of our best corn growers adopt the practice of using the seed from the entire ear, the reason for this being that the plants from the tip and butt kernels do not bloom exactly when those from the middle kernels do, and by this means the period of pollination is extended, thereby insuring a more complete fertilization of the ovules. Experiments at the Ohio Experiment Station indicate that the period of maturity is the same whether the seed is taken from the middle or ends of the ear. At that station seed was selected from the different parts of the ear for nine consecutive years, each year the seed being preserved from the butts of ears grown from the butt grains the year previous, middles from middles, and tips from tips in like manner."

We are indebted to the Iowa Agricultural Station for the cuts used herewith.

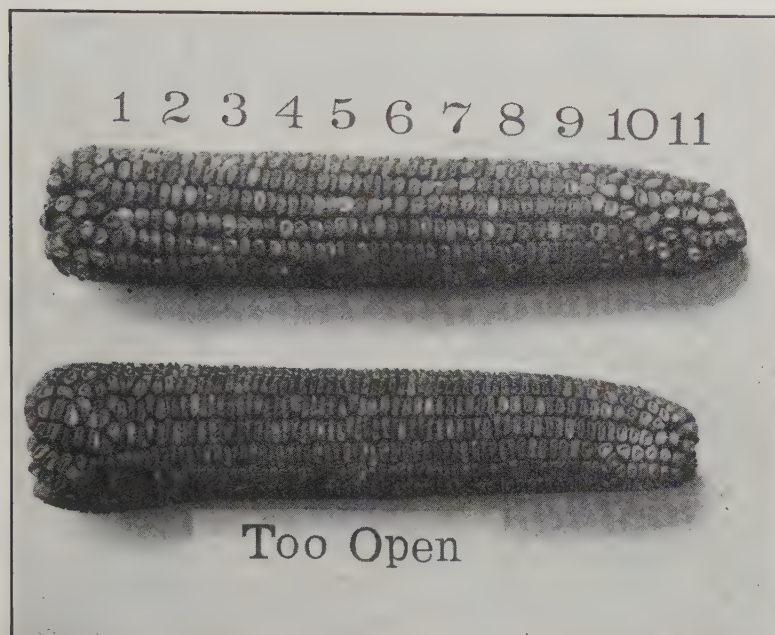


Fig. VI. Well Dented Type, but too much Space between Rows.

Reverted corn is shown in Fig. IV. Note the small number of rows with large space between, and the shallow kernels as indicated by the small circumference. In the variety tests all those showing a tendency to revert, gave a low percentage of grain in ear. This class of corn has also a greater tendency to produce nubbins than the clearly defined dents. Our practice is to discard everything showing a tendency to be flinty in the tip and butt kernels.

"Another poor type of ear is shown in Fig. V. The butt is of sufficient size, but instead of maintaining this size throughout the entire length, or at least to a point within two inches of the tip, it tapers regularly throughout. A crop from seed taken from tapering ears is sure to contain many nubbins.

"Still another defect is shown in Fig. VI. These ears are of good length and shape as well as being strongly dent in character, the principal defect being the large space between rows. They only yielded 83 per cent grain, in spite of the fact that they were good types, barring this one defect. Such ears will yield considerably to a twisting pressure, and should be discarded in selecting seed.

"Fig. VII. shows an ear of corn carrying width well throughout, rows closely packed together and of well defined dent type, unevenness of kernel being the defect in this case. In selecting for seed such ears should be all means be rejected as grain of this kind cannot be planted evenly. A planter set to drop three average kernels per hill will occasionally drop as many as five or six of the

Chicago continuous quotations are still out of sight. Telegraph companies kicked back. They are so in the habit of taking everything and giving nothing that they are becoming near-sighted. Chicago Board better be more generous than they should be and rely upon increased trade for their reward.—C. A. King & Co.

Chicago Board will not take an ax. The elevators there should have their wings clipped. Some of the members were disposed to take an ax. An amendment to the warehouse rules was

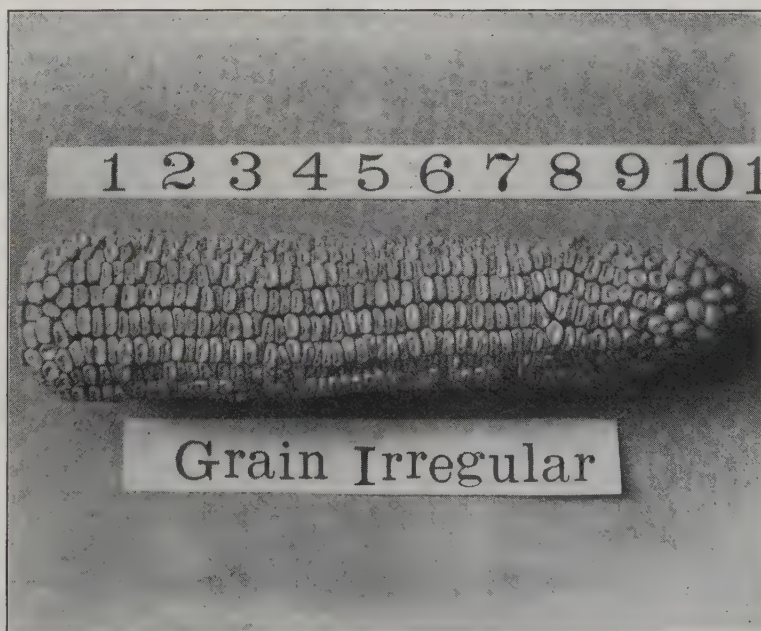


Fig. VII. A Good Ear but Grain too Irregular in Size and Shape, causing uneven Planting.

one which rapidly leads to degeneration in other directions. The idea prevails, even among experienced corn growers, that the tip and butt kernels are male and therefore by all means should be preserved. For such a belief there is no

proposed. It has been withdrawn by request. This relieves part of the pressure there upon May wheat. The elevator men have been the principal sustaining influence there.—C. A. King & Co.

**WILLIAM W. HUNTLEY, DECEASED.**

William Wallace Huntley, president of the Huntley Mfg. Co., makers of Monitor Grain Cleaning Machinery, died at his home in Silver Creek, N. Y., Wednesday, Feb. 27, 1901, aged 70 years.

To him the grain trade is indebted for many of the grain cleaning machines and for numerous improvements in machines now in use.

Mr. Huntley was born near Silver Creek, Feb. 5, 1831, his parents being of New England origin. Reared on the farm of his great-grandfather, he received his education in the schools of Silver Creek, during the winter months.

In 1858 he commenced working for E. Montgomery & Co., who were the first

ery & Co. in the remodeling of their smut machine.

Mr. Huntley never had any political aspirations, but served six years as one of the village trustees and two consecutive years as president of the village of Silver Creek, during which two years there was a steam fire engine and a hose cart bought for the village. Mr. Huntley, being president at the time, organized a fire department. In honor to Mr. Huntley, the hose company assumed the name of "Huntley Hose No. 1."

In 1866, Messrs. Huntley & Hammond purchased a one-half interest in the business of manufacturing buckwheat machines from G. S. Cranson & Son, which is now one of the largest of its kind in the world, and known as the Monitor Works, the business being conducted under the firm name of Huntley Mfg. Co. At the time of purchase by Huntley & Hammond these works were only employing eight men, but under the new firm their orders began to increase and they were compelled to enlarge their works, and added to the different kinds of grain cleaning and buckwheat machinery which they manufactured, until now they employ a force of 110 men, pay \$100,000 yearly in wages and send out over 2,000 machines per year.

For the past three years, owing to the feeble health of Mr. Huntley, he has not given much attention to the business; in fact for the past two years he has simply endeavored to get as much out of life as possible, relinquishing all management and details, leaving the work to the present management of the company.

There will be no change in the business in any way, the same management continuing. In the near future the factory is to be enlarged nearly one-half its present capacity, owing to the large increase of business, both in the grain cleaning machinery line as well as special machinery for cleaning rice, coffee, seeds, peas, beans, malt, etc., of which the Huntley Mfg. Co. is a large manufacturer.

**ST. LOUIS RECEIVERS ORGANIZE.**

As a direct result of the protest and petition of the officers of the different grain dealers' associations who met in St. Louis, Feb. 26 and 27, a meeting of the grain receivers and shippers of St. Louis was held March 7 in the office of Commissioner E. S. Tompkins of the St. Louis Traffic Bureau and a permanent organization was effected.

G. L. Graham was elected permanent chairman, R. L. Wooster secretary, and a committee consisting of James Parrott, R. L. Wooster, John G. Mittler, E. Picker, John Wright, George Powel, Turner Morton and W. B. Harrison was appointed to form plans for the organization and to suggest rules and by-laws.

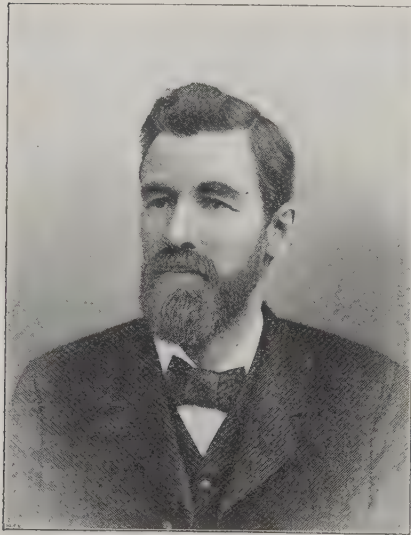
The complaints made by western shippers were considered and measures will be taken to remedy the defects in the present system of weighing grain at St. Louis, and arrangements made to secure the co-operation of all grain receivers and shippers in St. Louis on all questions affecting the grain trade of the city.

Hemp is the most valuable of the exports of the Philippines. The War Department reports that during the seven months prior to August 1, 52,790 tons was exported; compared with 41,693 tons during the corresponding period of 1899.

**ROBERT SHARPE, OF PORTLAND.**

The Board of Trade of Portland, Me., has recently adopted Boston's rules governing the grading of grain and appointed Robert Sharpe, chief grain inspector for the port. Mr. Sharpe has had twenty years' experience, and his work in Portland during recent years has given satisfaction.

Mr. Sharpe was born in Rawdon, Province of Quebec, County of Montcalm, and spent the early part of his life, when not at school, on his father's farm. He went to Montreal at the age of 21, and was shortly afterward employed by Messrs. Crane & Baird, one of the oldest and best known firms in the city. He has been their superintendent and private inspector ever since they started in the export trade. He has also superintended for the well-known firm of James Carruthers & Co. ever since they started in business. He has been through all the elevators between Montreal and Kingston; that is to say, Coteau, Prescott, Ogdensburg and Kingston, also Quebec. Whenever cargoes of heated or



W. W. Huntley, Silver Creek, N. Y.

to manufacture smut machines in Silver Creek. In 1861, Mr. Huntley invented his bran duster, known as the "Excelsior," and in 1862 sold one-half interest in the patent to Alpheus Babcock for \$80, the cost of obtaining it. This Excelsior Bran Duster was manufactured by Mr. Huntley in the shops of E. Montgomery & Co., until the close of the year 1865, when the firm of Howes, Babcock & Co., took possession by purchase from E. Montgomery & Co. Mr. Huntley continued manufacturing in the same shops until 1868, when he built new shops of his own.

Very soon after this, Mr. Huntley commenced to construct a middlings purifier, which proved a great success. Messrs. Huntley & Holcomb in 1872 sold one-third interest in the Excelsior Works and patents to Aug. Heine, when the firm became Huntley, Holcomb & Heine, which firm continued until 1882, at which time Mr. Huntley sold his interest of one-third to Holcomb & Heine. In 1883 Mr. Huntley bought of Mr. Heine the entire stock and business of importing the Excelsior Bolting Cloth and associated with himself in the business Mr. C. G. Hammond, and these gentlemen now conduct the business under the firm name of Huntley & Hammond. In 1861 and 1862 Mr. Huntley assisted Mr. Alpheus Babcock in the remodeling of his smut machine, and they together brought out the best smut machine on the market at that time. In 1863 Mr. Huntley assisted Messrs. E. Montgom-



Robert Sharpe, Portland, Me.

damaged grain arrived at these ports, he was sent to look after them, and was always complimented on the way he handled the cargoes. He had also been as far west in Ontario as Port Arthur and Fort William in connection with grain shipments from these ports. When navigation closes in Montreal, which is always about November 25th, he is sent to Portland and Boston, also St. John, New Brunswick; but he has made Portland his headquarters. Of late years he has superintended for the principal firms of Montreal and Toronto, also several of the leading firms in Chicago, New York and Duluth.

In Montreal Mr. Sharpe is well known as one of the best judges of Canadian and American grain. During the last season, in Montreal, from the 1st of May to the 25th of November, he superintended the loading of over 6,000,000 bushels on ocean steamers. There were no complaints made about the grain when it arrived on the other side, which speaks well for the superintendent.

It is understood that Mr. Sharpe will, in future, make his headquarters in Portland during the summer as well as the winter, and with the assistance of the Board of Trade and the co-operation of the grain shippers, will do everything to make Portland one of the best ports. With her excellent harbor and her intended improvements, in the way of elevators and freight sheds, now under construction by the G. T. R. R., there is no reason why Portland should not be a great exporting port, not only in winter, but also in summer.

## GRAIN CARRIERS.

River steamers are carrying considerable grain from Catlettsburg, Tenn.

A late opening of navigation on the lakes is expected. Ice is thick at the straits.

Rates eastbound from Peoria and St. Louis are said to have been cut 5 to 10 per cent.

Vessel owners hope that navigation will open late, preferring a short and busy season at good rates.

Upper lake ports contain an abundance of grain for the down-bound fleet at the opening of navigation.

The Chicago, Milwaukee & St. Paul Railway, it is said, will build 700 miles of road from Evarts, S. D., to Helena, Mont.

The Alpena & Western Railroad Co. has been formed to build through several counties between Alpena and Frankfort, Mich.

The Canada Atlantic Railway Co. has contracted to carry 500,000 bushels of wheat from Duluth to Quebec via Hawkesbury.

The Cincinnati, Hamilton & Dayton Railroad contemplates building an extension of the I. D. & W., which it controls, from Decatur to Springfield, Ill.

The amendment to the sundry civil bill appropriating \$10,000,000 for the purchase of lands for the construction of the Nicaragua Canal has been killed.

The Chicago & West Wisconsin Railway is being built from Princeton to Marshfield, Wis., 95 miles, in the interest of the Chicago & Northwestern Railway.

Congress has passed a bill for the construction of a third bridge across the Mississippi River at St. Louis. Bridge tolls will be reduced one-half when the bridge is finished.

Judge Trieber of the United States Court at Little Rock, Ark., has decided that a state railroad commission can not reduce rates between two points in the same state over a line a portion of which lies in an adjoining state.

Wabash Railroad stockholders will hold a special meeting at St. Louis March 19 to vote on the construction of a road from a point near Toledo, O., to a point near Montpelier, O., and from a point near Fort Wayne, Ind., to a point near Butler, Ind.

The New York State Board of Engineers has presented a plan for the improvement of the Erie Canal. Boats of 10-foot draft and 25-foot width are to be moved by electricity, doing away with the towpath. The cost is estimated at \$49,000,000.

A grain dealer at Nashville, Tenn., recently ordered a car load from Chicago and it was delivered in Nashville, a

distance of 444 miles, in 31 hours and 45 minutes after it left Chicago. Shippers who wait weeks for a car to reach its destination will turn green with envy.

Knapp's roller boat is soon to be launched at Prescott, Ont. Its engines have been moved from the ends to the center and the paddles extend the entire length of the boat. The inventor states that he can build for \$500,000 a boat that will carry 4,000,000 bushels of grain at 8 miles per hour and at a low cost for power.

Officers of the interstate law convention have issued a circular letter to the presidents and directors of commercial organizations urging that renewed efforts be made to secure amendments to the interstate commerce law to enable the commission to enforce its provisions. It is hoped that action can be had in the next Congress.

In the complaint of the Denver Chamber of Commerce the Interstate Commerce Commission has decided that rates

The actual cost of elevating is three-eighths of a cent. (?) On grain handled by elevators not in the pool the railroads pay one-half cent to the pool, the owners of the independent elevators getting nothing.

## RICE CULTURE IN MEXICO.

"Arroz" is a familiar word in Mexico, where it is the name of one of the great staple foods—rice—and is found as almost a daily dish on the table of rich and poor. Its consumption is increasing every year because more of it is grown and it is becoming cheaper. The crop of 1893 amounted to 6,500,000 pounds, valued at \$2,000,000; while in 1893 the harvest yielded 50,000,000 pounds, valued at only \$2,500,000.

In the engraving herewith, for which we are indebted to Modern Mexico, is represented part of a typical rice field with two farm hands at work. To facilitate irrigation the field is laid off like



A Mexican Rice Field.

from the East ought not to be higher to Denver than to San Francisco, which appears reasonable. In the same case the Commission rules that rates from San Francisco may be higher to Denver than to Missouri River points, which is incomprehensible.

By the coming issue of 10 per cent additional stock the Chicago, Milwaukee & St. Paul Railroad Co. will obtain funds for several important extensions of its system. A line is to be built between Davenport and Ottumwa, Ia. The company will build a cut-off to Kansas City, which, with other lines to be built, will give an air line between Duluth, Minn., and Kansas City, Mo.

P. G. Cook, secretary of the Western Elevating Co., Buffalo, testified before the Interstate Commerce Commission at Buffalo recently, that on all grain handled at that port the railroads pay the elevator pool one-half cent per bushel.

a checkerboard, with many small square ponds. The work of cultivation is carried on by manual labor.

Mexican cookery makes of rice a far more palatable dish than the rice pudding familiar to Americans. Mexicans rarely serve rice as a boiled dish to be eaten with sugar and cream. Our southern neighbors put the rice into a frying pan with a little lard. It is stirred and cooked without browning. Gradually finely mashed tomato and water are added, and the thick mixture is fried and simmered gently for two hours, each grain of rice retaining its form. Cooked in this way, and well seasoned, rice has a satisfying substance and piquant flavor that is entirely lacking when boiled alone.

German socialists are opposing the proposed increase in the protective grain duties.

## MEETING EASTERN INDIANA DEALERS.

The meeting of the Eastern Indiana Division of the Grain Dealers' National Association at the Anderson Hotel, Anderson, on Tuesday, March 5, was called to order at 11 o'clock a. m. by Chairman P. E. Goodrich of Winchester. A letter of regret from the Pierce Grain and Implement Co. on account of absence was read by Secretary J. K. Slack of Muncie, who also read a letter from John Caylor of Ridgeville asking for information.

The members were asked for a statement of the conditions in their districts, with the following responses:

J. K. Slack, Muncie: Since the organization started we have had no trouble. We are not losing money.

W. H. H. Quick, Frankton: It is a free fight and every one for himself at our place.

John Huffer, Yorktown: Everything satisfactory at our station.

Lou Sparks, Selma: Since the association was organized I have found it much easier to do business satisfactorily. The association has been a good thing for the dealers of Delaware county, and I hope to see it extended.

W. S. Fries, Greenfield: The association has helped us a great deal, and the dealers are working in harmony.

Geo. C. Wood, Windfall: I am satisfied that it pays to let the other dealers have a portion of the grain. We are paying 38 cents for 68 pounds of corn.

Aaron Blous, Muncie: We are well satisfied with the work of the association.

J. P. Shoemaker, Middleton: I am well pleased with the work of the association. The establishing of friendly relations will work a remedy of many abuses.

Wallace Hibbitts, Muncie: We have all made money.

F. B. Miller, Muncie: I am well satisfied with the work done.

H. G. Harting, Elwood: Conditions are satisfactory.

R. L. Barnard, Greenfield: The association's work is good, but I would like to see the country organizations made stronger and extended.

A. H. Plummer, McCordsville: Some of the dealers near me are fighting. I would like to see them help to maintain peaceful relations.

C. J. Pickering, Middleton: Some of the troubles will never be settled until death ends them.

C. Maloney, Yorktown: We are satisfied. We have had no trouble since joining the association.

Paul Hagen, Fortville: It is hard for some dealers to believe one another.

A. M. Wellington, Anderson: Pleasant relations have been maintained in Madison county since the last meeting. We are paying 35 cents for mixed corn and 36 cents for white.

J. F. Parker, Daleville: We are getting along nicely. At times we have had trouble.

J. S. Hazelrig, Strahn: We have some competitors east of us that are raising an unpleasant smoke; otherwise we have no trouble.

C. G. Egly, Berne: I have not regretted joining the association. We have a county association, a division of the National, which meets weekly in Ft. Wayne. It is doing us much good.

T. H. Condon, Parker: I am not a member of any association. I have been paying less than my competitors,

yet have obtained all the corn I wanted and at a fair margin.

Adjourned for dinner.

## AFTERNOON SESSION.

G. M. Andis, Fortville: We have been in a tangle and buying on a very small margin. I would like to see the trouble settled and would be satisfied with one-half the grain.

T. B. Wilkinson, Knightstown: All the dealers of our district are working harmoniously. We frequently see one another and exchange opinions and ideas. At one time New Castle dealers got into a fight, but we did not attempt to follow their prices, and the bull movement did not extend west of us. I feel that the Eastern Indiana Association has been worth several hundred dollars to me. I am well satisfied with the results.

H. A. Martin, New Castle: I am not a member, but have been watching its work and will join as soon as it is effective. We have followed the association and try to be peaceable with our neighbors.

I. F. Beeson, Losantville: I have been a member since it was organized and am well pleased.

W. C. Welborn, Knightstown: I have stayed out until I could see what was to be the result.

Jas. Wellington, Anderson: The way the dealers can find out how the association can help them is to get in and help to make it a success. The association has cost me only \$5, yet has been worth thousands of dollars. It is better to let grain go to your competitor than to pay more than you can afford.

P. E. Goodrich, Winchester, gave a review of the work of the association and told of the different companies which have abandoned the bushels for the cwt. The sack lending abuse has been discontinued. We have had some trouble in our county. A sawmill man after three years' idleness started to buying corn, and prices finally reached 35½ cents.

H. A. Martin, New Castle: We will come in when the association is a success.

D. Cammack, Muncie: If all the dealers were like our New Castle brothers we would have no association. In order to make an association successful it must have the financial and moral support of the members of the trade. This association was started at a meeting of two, Mr. Hibbitts and myself, in the rain. In fact we talked it over under an umbrella and decided to call a meeting. I bought thirty postal cards and mailed a call to dealers with the result we had about fourteen at the first meeting. The dealers decided to organize, and Mr. Clark, the secretary of the National Association, came and helped us organize as a division of that organization. This is one of the best meetings we have held.

T. B. Wilkinson, Knightstown: You must have some sympathy for the miller this year. The failure of the wheat crop places him in an unpleasant position. Ordinarily the grain dealer would be in a position to help the miller, but he is not this year. It may not be so again for years.

C. G. Egly, Berne: I have some customers who would never sell my miller competitor and he has some who would never sell me. When wheat is scarce and he puts up the price to a figure above what I can afford to pay I fill my wheat bins with corn and turn the wheat

to him. I know he must have the wheat to run his mill, and that my customers will return to me when again they wish to sell.

Wallace Hibbitts, Muncie: I would like to ask if any dealers are buying shredded corn and if so how do you buy it?

L. Sparks, Selma: I dock each load of shredded corn three bushels to the load.

W. H. Aiman, Pendleton: We take off 1 cent a bushel for shredded corn. Some of the shredders turn all the corn they shell from the cob in with the fodder while others separate it and divert it to sacks.

Charles S. Clark, secretary of the Grain Dealers National Association: In order to obtain relief from scoop shovel or irregular competition, it is not necessary to force all the regular dealers of the district to pay more than they can get for grain and cause them to lose \$5,000, to \$20,000. The association is organized to relieve members from these irregular disturbers and does it by depriving them of bids and markets. Let it be understood that when cases of this character arise the suffering member is bound by his duty to fellow members to take the matter before the association. It is neither reasonable nor right that he shall attempt to run the irregular out of business by bidding several cents above what he can get for grain. I trust the Hancock county dealers will meet immediately after this meeting adjourns and settle their troubles. The National Association is gaining strength daily and we hope soon to have a larger membership and a greater influence than was ever contemplated by its original promoters.

## CONVENTION NOTES.

A splendid meeting.

Uniform prices breed satisfaction.

E. A. Grubbs was there by telephone.

Several names were added to the anti-bag lending agreement.

The dealer who refuses to arbitrate a trouble convicts himself of being in the wrong.

"They bought that traveling corn sheller and obtained permanent relief from a disturbing element."

George C. Wood of Windfall joined the National Association and thereby started the work of organizing Tipton county.

A man with a saw-mill can not be considered a regular grain dealer and by no course of reasoning is he entitled to bids for grain.

David Cammack, though ill, did not miss the meeting. He has been a patient sufferer for months, but is assured of early relief.

"If your miller competitor wants your wheat at 1 cent advance over what it cost you, it will prove a good policy to let him have all he needs to run his mill."

The division captured ten new members: Condon & Leeka, Parker; Paul Hagen, Fortville; New Bros, Greenfield; W. H. Dunn, Mt. Comfort; W. H. H. Quick, Frankton; Barnard & Fries, Greenfield; E. E. Smith, Knightstown; W. C. Welborn, Knightstown; Martin & Martin, New Castle, and Schalk Bros, Anderson. There are others to hear from and Secretary Slack has plenty of room left on his membership roll.

Among those present were: W. H. Aiman, Pendleton; G. M. Andis, Fortville; Cal Baum and F. T. Baum, Mat-

thews; R. L. Barnard, Greenfield; I. F. Beeson, Losantville; A. Blous, Muncie; D. Cammack, Muncie; Charles S. Clark, Chicago; T. H. Condon, Parker; W. H. Dunn, Mt. Comfort; C. G. Egly, Berne; W. S. Fries, Greenfield; P. E. Goodrich, Winchester; Paul Hagen, Fortville; H. G. Harting, Elwood; J. S. Hazelrigg, Strahn; W. Hibbitts, Muncie; J. E. Hinshaw, Winchester; Logan Hinshaw, New Castle; John Huffer, Yorktown; N. E. Leslie, New Castle; C. Maloney, Yorktown; H. A. Martin, New Castle; F. B. Miller, Muncie; A. J. New, Greenfield; J. F. Parker, Daleville; C. J. Pickering, Middleton; A. H. Plummer, McCordsville; W. H. H. Quick, Frankton; J. P. Shoemaker, Middleton; J. K. Slack, Muncie; Lou Sparks, Selma; W. C. Welborn, Knightstown; J. Wellington and A. M. Wellington, Anderson; T. B. Wilkinson, Knightstown; G. C. Wood, Windfall.

### MEETING OF ASSOCIATION OFFICERS AT ST. LOUIS.

Shortages in shipments of grain to St. Louis have been complained of so long and without effect, that a meeting of officers of the Grain Dealers National Association, the Illinois Grain Dealers Association, the Iowa Grain Dealers Association, the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri, the Nebraska Grain Dealers Association, the Kansas Grain Dealers Association, the Grain Dealers Association of Oklahoma and Indian Territories, and the Indian Territory Grain Dealers Association was held in St. Louis Feb. 26 to protest against the shortages and to point out remedies or assist in obtaining relief.

The meeting was called to order in the Planters Hotel by Chairman G. A. Stibbens, Coburg, Iowa, Secretary A. H. Bewsher of Omaha recording the proceedings.

A motion to appoint a committee to notify the officers of the Merchants Exchange of the desire of the visitors to meet a committee from the exchange and to obtain a room for meeting was carried, and Charles S. Clark, George A. Wells and C. T. Prouty were appointed such a committee.

The meeting of officers then adjourned to meet at 1:30 in a place to be obtained by committee.

The committee waited upon the officers of the Merchants Exchange, and President Haarstick appointed T. R. Ballard, R. L. Forrester, E. S. Tompkins, Rodger P. Annan, E. L. Wagoner, A. P. Richardson, George F. Powell, O. A. Orvis, John E. Hall, J. L. Wright, Erich Picker, Chris Hilke, O. L. Whitelaw, R. F. Walker, S. A. Whitehead, H. F. Langenberg, E. L. Bartlett, T. P. Teasdale, L. B. Brinson, John Mullally, C. W. Isaacs, J. S. McClellan, A. H. Buschmann and Reuben Wooster of the Merchants Exchange as a committee to confer with the visiting grain men and endeavor to remedy the trouble.

### TUESDAY AFTERNOON SESSION.

Chairman Stibbens called the conference to order in Parlor B of the Planters Hotel, and after briefly explaining the cause and object of the officers of the different associations visit to St. Louis, he called upon R. F. Walker, attorney for the Merchants Exchange, who drafted

the bill providing for the establishment of a weighing department by the Exchange, which has been pending before the city's law-makers fifteen months. He explained the different features of the bill and told of the difficulties encountered in trying to secure its passage. After considerable discussion, a resolution was adopted indorsing the bill as a step in the right direction, and a vote of thanks was tendered Mr. Walker for explaining the proposed ordinance.

### TUESDAY EVENING.

Inasmuch as T. R. Ballard, chairman of the grain committee of the Exchange, who has been in charge of the work of securing better weighing facilities for three years, could not be present at the afternoon session, an evening session was held. The attendance was good, the St. Louis receivers evincing an earnest desire to secure correct weights for shippers to that market as quickly as possible.

Mr. Ballard explained the fight of the Exchange for improved weighing facilities, and the work done to determine what was best suited to the needs of the market. He favored the establishment of a weighing department by the Exchange to take charge of the weighing of grain wherever it could, without waiting for the enactment of the desired ordinance.

Upon the recommendation of Mr. Ballard a committee consisting of George A. Wells, H. C. Mowry and Charles S. Clark was appointed to wait upon the secretary of the legislative committee of the city council and impress upon him the need of placing the weighing of grain in charge of the Merchants Exchange.

It was moved and carried that a committee be appointed to draft a resolution to the city council in favor of the ordinance. Chairman Stibbens appointed as such committee, A. H. Bewsher of Nebraska, E. J. Smiley of Kansas, E. R. Ulrich, Jr., of Illinois, C. T. Prouty of Oklahoma and Charles S. Clark of the National Association.

It was moved that some effort be made to induce the railroad companies to abandon the small outlying yards and to concentrate the unloading of grain from cars to wagons in a few places, so that the yards could be enclosed and the shippers' grain more carefully guarded. At the suggestion of E. S. Tompkins, commissioner of the St. Louis Traffic Bureau, the visitors decided to meet the freight agents in his office the following day.

The charge of \$1 per car and 20 cents per wagon load for weighing grain was scored vigorously.

### WEDNESDAY MORNING SESSION.

On Wednesday morning Chairman Stibbens called the meeting of officers to order in Room 411. Several matters of importance to all the association were discussed and upon motion the future work of securing better weights at St. Louis was left with G. A. Stibbens of the Grain Dealers Union and Charles S. Clark of the Grain Dealers National Association, to act for all the associations represented.

An exchange of views as to the most practical plan for uniting all the state and local associations through the National Association for handling matters of interstate and national interest was indulged in.

### MEETING WITH FREIGHT AGENTS.

At 1 p. m. Wednesday the grain dealers met with the freight agents in the office of the traffic commissioner and discussed the weighing facilities in the different yards and the precaution taken to prevent grain being stolen from cars.

The fact was brot out that the railroads wud not accept the team track weights returned from the different yards if they were more than 500 pounds less than the track scale weights.

The fact was emphasized that if carriers wud not accept the weights surely the shippers cud not afford to do so.

### WEDNESDAY AFTERNOON SESSION.

The officers of the different associations again met in Room 411, received and adopted the following resolutions reported by the committee on resolutions:

Feb. 27, 1901.

WHEREAS, We consider the charge of one dollar (\$1) per car for weighing grain in car load lots in the St. Louis market exorbitant and is greatly in excess of charges made in other markets, be it

RESOLVED, That we recommend to the Merchants Exchange that they take steps to have the charges reduced so as to conform with charges for like service in other markets.

Feb. 27, 1901.

WHEREAS, The shortages in car lot grain shipped to the St. Louis market have become intolerable to the country dealers shipping to that market, be it

RESOLVED, That we, the representatives of different Grain Associations do recommend that the Merchants Exchange immediately proceed to the organization of a Weighing Department which shall have entire charge of the weighing of all grain unloaded from cars in East St. Louis, and into elevators in St. Louis, Mo. We further recommend that the Merchants Exchange strive to secure control of the weighing of grain from cars to wagons at team track yards.

Feb. 27, 1901.

WHEREAS, The numerous complaints received by the Secretary of the different Associations of Grain Dealers doing business in the St. Louis market regarding the shortage in weights of car load grain, shipped to St. Louis, have reached such a point as to make it impossible for country dealers to patronize that market without suffering heavy loss. Be it

RESOLVED, That we, the representatives of the different Grain Dealers Associations, do hereby petition the House of Delegates, the City Council, and the City of St. Louis to empower the Merchants Exchange to have control and management of the weighing of all grain shipped to the City of St. Louis in car load lots, and be it further

RESOLVED, That it having been called to our notice, that there is pending before the City Council a bill giving such power to the Merchants Exchange that we beg in the interests of the shippers to the St. Louis market its favorable consideration by the House of Delegates and the City Council.

B. A. LOCKWOOD, President,  
CHARLES S. CLARK, Secretary,  
Grain Dealers National Association.

JAY A. KING, President,  
GEORGE A. WELLS, Secretary,  
Iowa Grain Dealers Association.

GEORGE S. HAYES, President,  
A. H. BEWSHER, Secretary,  
Nebraska Grain Dealers Association.

L. CORTELYOU, President,  
E. J. SMILEY, Secretary,  
Kansas Grain Dealers Association.

C. T. PROUTY, Secretary,  
Oklahoma Grain Dealers Association.

W. J. STRANGE, Secretary,  
Indian Territory Grain Dealers Association.

D. HUNTER, President,  
G. A. STIBBENS, Secretary,  
Southwestern Iowa and Northwestern Missouri  
Grain Dealers Association.

H. C. MOWRY, Secretary,  
Illinois Grain Dealers Association.

After being properly signed by the remaining delegates the resolutions were sent to Secretary Morgan of the Merchants Exchange.

# GRAIN TRADE NEWS.

## CANADA.

John Love and Alex Reid were recently admitted as members of the Winnipeg Board of Trade.

The Ireland National Food Co., Toronto, Ont., will erect a large grain elevator and cleaning house.

F. H. Clergue, it is rumored, will succeed the Conners Syndicate in the contract to erect elevators at Montreal.

The Toronto Board of Trade recommends that tolls on grain passing through the Welland Canal be abolished.

The proposition to place an import duty on corn shipped into Canada from the United States, it is believed, will be defeated by the administration when it comes to a vote.

Among the candidates for the chief grain inspectorship of the Montreal division are A. G. McBean and E. F. Craig, the former well known in the grain trade and the latter on the Montreal Corn Exchange. The position is a lucrative one.

The report of the grain commission on reforms in the inspection system has been handed in to the minister of inland revenue. It has not been made public; but it is believed to contain a recommendation that the inspection of grain be taken into the control of the government.

The Canadian Pacific Railway has reduced the rate on flour and grain in bags and barrels from points in Ontario north of the main line, to St. John, N. B. The Grand Trunk and Canadian Pacific Railway have increased the minimum weight for carrying grain from 30,000 to 40,000 pounds.

The Kingston Board of Trade was recently, for the first time in its history, called upon to arbitrate the grading of a car load of grain. The car was shipped from Peterboro, and rejected by the Frontenac Milling Co. as not up to standard. A committee of the Board upheld the company in rejecting the wheat.

The proposition of the premier of Manitoba to purchase the lines of the Northern Pacific in that province and to incur heavy obligations for the Canadian Northern Railway, is evoking the widest discussion. It is a very important step and will have the greatest influence on the prosperity of the province and its future grain trade.

The Winnipeg Grain Exchange is about to establish a market for continuous trading in grain for delivery in future months. A committee of three members, William Martin of the Northern Elevator Co., P. Phillips of the Dominion Elevator Co., and C. R. Crowe, visited Duluth recently to inform themselves as to the proper way to arrange details.

Chief Engineer Kennedy on March 4 reported to the Montreal Harbor Commissioners that the Conners Syndicate was not carrying out its proposition in a satisfactory manner. As Mr. Kennedy was agreed upon as the arbitrator when the contract for the elevators was made his condemnation will end the concession. After consulting its attorneys the board

will declare the contract void and confiscate the deposit of \$50,000.

All the grain shippers of Montreal have agreed in the future not to sign any bills of lading for grain unless for the net weight, as ascertained at the time of shipment, seaboard clearance. This action was taken in consequence of the frequent reports of shortages received from British ports. Now the shipowner and the elevator man will be compelled to fix the weights between them, and the quantity unloaded must equal the amount stated in the bill of lading.

## CHICAGO.

Board of Trade memberships are offered at \$2,250.

Harry Avery has organized the firm of H. C. Avery & Co.

John S. Hannah has sailed for Europe and the Mediterranean.

Freight rates eastbound are said to be in a demoralized condition.

George H. Phillips is defendant in a suit for \$7,000 on an old note.

H. A. Foss, Board of Trade weighmaster, is taking a much-merited rest at Chloride, N. Mex.

The four judges before whom Lloyd J. Smith was tried have withheld their decision until March 12.

A bill to suppress bucket shops has been introduced in the Illinois Legislature by Wall of Cook County.

The directors of the Board have withdrawn the recent proposition to prohibit proprietors of "regular" elevators dealing in grain.

Success has crowned the efforts of the Board of Trade to keep bucket shops from trading on its quotations. The fight has been costly.

The United States Supreme Court has fixed October 28 for the hearing of the put and call case of A. V. Booth. The constitutionality of the Illinois statute is questioned.

The final dividend to creditors of the Combination Investment Co., a blind wheat pool, has just been declared by the receiver. It is 8 per cent. The claims of 1,200 creditors amounted to \$280,000.

Hay receivers are badly treated by the railroads which compel them to unload all cars of hay and charge demurrage on cars held over 48 hours. Hay should be unloaded into a railroad warehouse the same as other freight.

The Board committee on violation of rules is investigating the charge that A. R. Jones & Co. are cutting commissions. It is alleged the rule has been evaded by Jones' trader in the wheat pit being an officer of the Sam Talmage Co., Milwaukee.

The granting of application of the Chicago Commission Co. for clearing house privileges was delayed by the directors of the Board, it is said, because the principal stockholder pleaded the gambling act a few years ago when sued by his commission man.

The Open Board of Trade is making an effort to rent the building on Pacific avenue for an exchange hall. Trade on

the board has increased and the price of memberships has advanced from \$100 to \$250. The Open Board recently sold 15 memberships at \$100.

The J. Rosenbaum Grain Co. has been incorporated at Chicago to operate elevators. Capital stock, \$500,000; incorporators, Joseph Rosenbaum, formerly of Rosenbaum Bros., and others. The company will build an elevator in South Chicago, and has made a deal with Chas. D. Orthwein's Sons of St. Louis and Kansas City to operate elevators at Fort Worth and other points in the Southwest. Alex Nicol and James Coughlin, well known in the cash grain trade, are with the new company.

Morris Rosenbaum, of Rosenbaum Bros., has sold his stock in the live stock commission company firm of Rosenbaum Bros. & Co., doing business at the stock yards, Chicago, to his brother Joseph. Joseph Rosenbaum has sold his stock in the grain firm of Rosenbaum Bros. to his brother Morris. This exchange in stock will make no difference in the grain firm. The firm of Rosenbaum Bros. will continue the same as before in the grain receiving and shipping business with ample capital and energy, and retain possession of the elevators at Chicago and Sandusky, with offices at 77 Board of Trade as heretofore.

New rules governing the admission of members to the clearing house have been adopted by the directors of the Board: Any corporation applying for membership in the clearing house of the Board of Trade may be admitted to such membership only on recommendation of the clearing house committee in the exercise of its discretion and upon approval of at least ten affirmative ballot votes of the board of directors, provided three negative votes are not cast against any such corporation. When any member of the clearing house, whether person, firm or corporation, is, in the opinion of the clearing house committee, using such clearing house for the purpose of clearing the business of a member suspended from the privileges of the Board, or one expelled therefrom or of a corporation a stockholder of which is suspended from the privileges of the Board or expelled therefrom, the clearing house committee shall report such fact to the board of directors, who may deprive such person of the clearing house for such period as they may see fit, the intent being to prevent any membership in the clearing house being used as a subterfuge to enable one suspended or expelled from the Board to still enjoy the advantages of the clearing house, but not to prevent a member from clearing the individual trades made for the account and personal benefit of one suspended or expelled from the Board.

## ILLINOIS.

George L. Kern, Dwight, Ill., has sold his elevator.

R. G. Risser of Kankakee has sold his elevator at Paxton, Ill.

August Zum Dahl will build an elevator on his farm, near Forreston, Ill.

Rumor has it that another elevator will be built at Poplar Grove, Ill.

Zeller & Hutchinson have sold their elevator property at Harmon, Ill.

Thurman Steffey has the contract to rebuild the elevator at Media, Ill.

The elevators at Barnes and Merna of W. B. Probasco, Bloomington, Ill., are

being overhauled during the lull in business.

D. J. Keely's elevator at Waddams Grove, Ill., is doing a large business.

Mr. Coon has bought a half interest in the elevator of J. R. Carlisle at Downs, Ill.

W. S. Russell, Allentown, Ill., will enlarge his elevator as soon as the weather permits.

Frank Ogden of Bismarck, Ill., writes that J. R. Carter of Alvan will enlarge his plant.

The Elevator Milling Co., Springfield, Ill., soon will have its new corn mill in operation.

The Traders Elevator at East St. Louis, Ill., is now called the Montgomery Elevator.

Work is being pushed on the new elevator of the Mattoon Elevator Co., at Mattoon, Ill.

M. P. Shrope is the successor of Hatch & Shrope, grain dealers at Stillman Valley, Ill.

Thomas K. Buxton and W. C. Trabue will build an elevator on the Vandalia at Lovington, Ill.

Martin Nelson has succeeded J. W. Johnson at the elevator of Thornton & Sons, Gardner, Ill.

J. J. Kemp, of Lexington, Ill., contemplates enlarging his elevator to over 100,000 bushels capacity.

The two elevators at Rising, Ill., have been rushed all winter handling the large crops in that vicinity.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

W. D. Winter, Garfield, Ill., will enlarge his grain elevator and put in a 10-h. p. gasoline engine.

The old elevator at Oneida, Ill., has been purchased by Frank Murdock, who will move it to his farm.

Snyder & Dunavan have equipped their elevator at East Lynn, Ill., with a 25-h. p. gasoline engine.

Baker, Jones & Co.'s new 80,000-bushel elevator at Manhattan, Ill., handled its first grain February 18.

J. W. Southworth has bought the interest of Mr. Pool in the grain firm of Southworth & Pool at Rochelle, Ill.

The Rock Island Broom Co.'s factory at Rock Island, Ill., was burned February 25. Loss, \$9,000; insurance, \$7,000.

Albert Cook has succeeded to the position of Andrew Tomlinson at the elevator of H. C. Bear & Co., at Penfield, Ill.

William Sievert and Tegge Bros., Papineau, Ill., have rented the elevator at Martinton and placed J. M. Ruch in charge.

Clauden & Castle of Meadows, Ill., recently erected a brick building and placed a steam engine in it to run elevator and car loader.

Frederick Spafford, Sr., grain dealer of Cropsey, Ill., died March 2 of heart failure. He was 70 years of age and a native of Canada.

Mr. Dewey, who bought the grain business of George Nicholson & Co., at Henry, Ill., has removed his family to the new location.

Tedens & Dystrup, merchants of Le-mont, Ill., have arranged with the railroad for ground on which they will erect a grain elevator.

Orville Wilson, Morris, Ill., has been in the East recently in the interest of the new oatmeal mill to be erected by the Morris Grain Co.

T. H. Wheeler, of Odell, Ill., has awarded the contract for his new eleva-

tor to D. G. Eikenberry, representing the B. S. Constant Co.

C. O. Wright will have charge of the elevator at Borton, Ill., for Charles Henn, while the latter is making an extensive southern trip.

A. Coon will move his family from Saybrook, Ill., to Rankin, where he will take charge of the elevator recently purchased by Coon Bros.

Marshall Bros. and C. H. Pritchard have bought the elevator at Irene, Ill., of George W. Banks, for \$1,500. Mr. Pritchard will have charge.

F. J. Temple and C. J. Houser are building a modern elevator for J. S. Bock at Princeton, Ill., using machinery furnished by the B. S. Constant Co.

Fifteen cars of oats containing 1,250 bushels each have been shipped from one elevator at Monmouth, Ill., to San Francisco, Cal., for export to the Far East.

James M. Current, who recently discontinued the grain business at Fairmount, Ill., has purchased the elevator and cribs at Homer, Ill., of Milmine, Bodman & Co.

Fire at Deer Grove, Ill., March 5, destroyed the grain elevator of Ennis-West Co., with 12,000 bushels of oats, three cars of hay and 60 tons of straw. Loss, \$18,000; partly insured.

Cowen Bros., of Chatsworth, have removed their families to Dwight, Ill., where, as reported in the last number of the Journal, they have leased the elevator of Hahn & Siemantel.

The host of friends of B. S. Tyler, Decatur, president of the Illinois Grain Dealers' Association, will regret to learn that he is seriously ill and has been confined to his bed for some time.

F. S. Weillepp, of Cisco, Ill., will build an addition to his elevator, putting in more machinery and larger power. His present plant is entirely too small to accommodate his present business.

Cooper & Merritt is the name of a new firm succeeding George L. Merritt & Co., formerly of Roberts, Ill. The new firm has bought the elevator and mill of J. C. McCord, Bloomington, Ill.

The new elevator of Rogers, Bacon & Co., at Charlotte, Ill., collapsed February 23, spilling and mixing 12 carloads of oats and corn. The house was full of grain on account of the scarcity of cars.

Porterfield & Barton, Jamaica, Ill., inform us that W. I. Baird, formerly railroad agent at that station, has bought the entire plant of S. M. Postlewait, and the latter is looking for a location elsewhere.

J. J. Kemp, Lexington, Ill., February 25: A big movement of corn here this winter. About all the surplus is sold, and we consider at least one-half our corn gone. Farmers are hauling considerable oats.

Fire at Rooks Creek, Ill., February 28, destroyed the elevator of Rogers, Bacon & Co., Chicago, with 13,000 bushels of grain. The fire is supposed to have started in a wooden building containing the large gasoline engine.

The E. W. Houghton Lumber Co., of La Moille, Ill., has purchased the grain elevator at Van Orin. After putting in a gasoline engine, some machinery and a stock of lumber, the business will be run in connection with that at La Moille.

W. B. Probasco, of Bloomington, who operated several country stations in Illinois, died unexpectedly March 5, at New Orleans, La., where he had gone

on a pleasure trip. He was 64 years of age and leaves a widow, one son and two daughters.

James H. Dole, of Chicago, has succeeded G. W. Barnett at Galesburg, Galva, Wataga, Oneida, Cameron, Altona, Monmouth, Saluda, Abingdon, St. Augustine, Avon and Prairie City, Ill. George S. Dole is manager of the line with headquarters at Galesburg. Gas engines are being installed at Altona and Prairie City.

Frank Hall has bought the interest of the estate of E. S. Easton in the firm of E. S. Easton & Co., grain dealers of Peoria, Ill., and is now sole proprietor of the firm in whose employ he has been for thirty years. From a clerk, his advancement was rapid, and for many years past the success of the firm has been due largely to his business sagacity.

The New Holland Grain & Coal Co. has been incorporated at New Holland, Ill. Capital stock, \$4,000; incorporators, J. M. Sharpe, Charles W. Mangold, Koert Bartman and F. J. Raph. The latter has purchased machinery for the elevator to be erected on the Chicago & Alton Railway, near the junction with the Illinois Central. Farmers in the vicinity have subscribed the capital.

C. A. Burks & Co., Decatur, write: We find that some corn is sold on the bulges in the market; very little offered on the declines; cash prices well maintained and holders always ready to ask better figures. Amount remaining in farmers' hands as reported by dealers in central part of the state varies from one-third to one-fourth. The movement was certainly earlier last fall than usual, and has been fully as large, if not larger, during the season, as heretofore.

The meeting of the Illinois Valley Grain Dealers' Association at Streator February 28, was a gratifying success. A number of new dealers attended, twelve were admitted to membership and more promised to join. Some good work was done. The organization is proving of much benefit to the regular dealers of the district, hence they gladly support it. The next meeting will be held at the Plumb House, Streator, March 28, 7 p.

R. C. Grier, secretary of the Peoria Board of Trade, states that the February receipts at Peoria, Ill., included 31,150 bushels of wheat, 1,873,800 bushels corn, 1,021,500 bushels oats, 30,700 bushels rye, 218,900 bushels barley, 2,710 tons millfeed, and 2,559 tons hay; compared with 28,000 bushels wheat, 1,810,100 bushels corn, 515,000 bushels oats, 7,800 bushels rye, 141,500 bushels barley, 640 tons millfeed, and 3,100 tons hay, during February, 1900. The shipments during February consisted of 10,500 bushels wheat, 495,400 bushels corn, 885,700 bushels oats, 700 bushels rye, 204,200 bushels barley, 7,275 tons millfeed, and 1,035 tons hay; compared with 7,100 bushels wheat, 856,000 bushels corn, 466,200 bushels oats, no rye, 114,500 bushels barley, 6,705 tons millfeed, and 200 tons hay, during February, 1900.

## INDIANA.

John Caylor of Ridgeville, Ind., contemplates erecting a grain elevator at Redkey.

Whitaker & Co., Francesville, Ind., will erect a 30,000-bushel elevator during the summer.

Fowler Grain Co., Fowler, Ind.: The advertisement in last issue of the Journal did the work. We have had at least

25 applications, and out of the bunch have secured a good man.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

F. M. Thurber has arranged with S. Bash & Co., for the erection of a grain elevator at Ossian, Ind.

C. Walter will make improvements in the elevator at Jackson, Ind., which he recently purchased of Charles Hall.

David Williams, while at work on an elevator at Oxford, Ind., March 2, fell a distance of 40 feet, receiving serious internal injuries.

The Noblesville Milling Co., Noblesville, Ind., will soon complete the 275,000-bushel grain elevator on which work was begun last summer.

W. E. Rich, of Oxford, Ind., was in Chicago last week and reported, "not over 25 per cent of the 1900 corn crop in farmers' hands."

Bert Miller, son of Michael Miller, has bought the elevator of M. V. McKinney at Kirklin, Ind., giving in exchange 100 acres of Marion County land.

F. E. C. Hawks, of the Goshen Milling Co., Goshen, Ind., was in Chicago last week and reported that corn was being marketed freely in their locality.

Kitchell's Elevator Co. has been incorporated at Kitchell's Station, Ind. Capital stock, \$10,000; incorporators, E. A. Kitchell, James Allen, William C. Hart, Cary Toney and Jacob C. Kitchell.

A. L. Shulenberg, Covington, Ind.: No need to continue my advertisement of elevator wanted, as I have prospect of making a deal in a few days. I received about 30 letters on the two advertisements.

R. M. Sims, who recently sold his elevator at Wingate, Ind., has bought the elevator at Attica, Ind., of John F. Deck for \$5,000, taking possession March 11. Mr. Sims will manage the plant, but will continue to reside at Frankfort.

The Hudnut Milling Co., of Terre Haute, has just finished erecting a steel storage tank of 40,000 bushels capacity and elevator. A new government standard railroad track scale of 80 tons capacity, 40 feet long, has been put in.

Brokers who insist upon their purchases being graded by their own private inspector when a public inspector of experience and standing is at hand, must expect to gain more than the extra expense of a private inspector by so doing.

M. J. Lee, of Crawfordsville, Ind., has bought the elevator of Armstrong Colvert at Attica, Ind., for \$5,000, and will take possession April 1. Mr. Lee's son-in-law will remove to Attica to operate the plant. Mr. Colvert retains the elevator at Chatterton, Ind.

A bill has been introduced in the Indiana Legislature by Senator E. H. Wolcott, of Wolcott, which merits the hearty support of the grain dealers of the state. It is entitled, "A bill for an act regulating the sale and transfer of grain in elevators and other places of storage."

J. M. Brafford, who for many years was engaged in the grain shipping business at Frankfort and nearby stations, has started in the grain commission business at Indianapolis and opened an office in the Board of Trade. His 15 years' experience as grain broker and shipper well fits him for his new field. He is financially responsible and competent to care well for all business sent him.

The Fowler Grain Co. has been formed at Fowler, Ind., by Amos Hagenbuch,

Charles H. Duhme, James A. Lowman, Cliff D. Hampton and Frank Pagett. The company has bought of W. D. Foresman the grain elevator which he purchased ten days earlier of J. T. Sims for \$9,000, and will operate the plant under the management of Mr. Pagett, who has been connected with the business. Mr. Sims has removed to Frankfort.

The parties against whom Cooper & Oddy of Indianapolis, Ind., brought suit for failure to deliver corn on contract, are not farmers as stated in the last Journal, but legitimate grain dealers at Acton, Ind., it is said. Cooper & Oddy have bought considerable grain and hay from the same firm and the contract in question was the only one violated. One of the defendants is W. W. Hubbard, president of the Island Coal Co., Indianapolis, and the other is C. C. Pritchard, a representative in the legislature.

## IOWA.

J. H. Spinharney has sold his elevator at Yetter, Ia.

D. O'Halloran, grain dealer of Cylinder, Ia., died recently.

Davis & Anderson, Pacific Junction, Ia., will build an elevator.

W. H. Goodenough has discontinued buying grain at Gowrie, Ia.

Seibert Bros. have succeeded the Peavey Elevator Co. at Forest City, Ia.

W. D. Darnell, who bought Miller's elevator at Wellman, Ia., has taken possession.

The project to build a grain men's office building at Des Moines, Ia., is making progress.

D. L. Power's elevator at Newell, Ia., in one day recently took in 80 wagon loads of grain.

Frank Kuehl has bought a half interest in the grain and live stock business of Oscar Casey at Dysart, Ia.

A. G. Church has taken charge of the elevator at Clear Lake, Ia., for the Northwestern Iowa Grain Co.

W. E. McLeland, of Marshalltown, Ia., has bought an elevator at Beaman, Ia., to which place he will remove.

The American Linseed Co. suffered \$25,000 loss February 21 by fire in its storage rooms at Sioux City, Ia.

The Trans-Mississippi Grain Co. is remodeling the elevator recently purchased of H. Frederickson at Sergeant Bluff, Ia.

L. R. Brown, of Dawson, Ia., has bought the 656 feet of corn cribs at that station, formerly owned by Armour & Co.

Weis & Klingenberg, Aplington, Ia., who have been out of the grain business for three or four years, are still getting bids.

George H. Barber, Hawarden, Ia., March 5: Not much grain moving here now, a large proportion is no grade wheat.

John Osborne has bought the Knox Elevator at Ralston, Ia., and placed the plant in charge of his brother-in-law, R. B. Baker.

W. P. Buckley at New Hampton and Mr. Guthrie at Blairsburg, Ia., are attempting to conduct a scoop shovel grain business.

Biggs & See have succeeded W. E. Biggs in the grain and coal business at Clarinda, Ia. C. E. See has bought a half interest of Mr. Biggs.

The E. A. Brown Grain Commission Co., of Minneapolis, Minn., will take pos-

session of the east elevator of Harper & Co., at Manson, Ia.

W. D. Marsh, Devon, Ia.: Discontinue my advertisement. I have so many replies it seems as though I should make a sale to some of them.

M. Snyder, Cleghorn, Ia., who has been succeeded by Weart & Lysaght, is now doing a scoop shovel business at that place and Meriden.

C. B. Tague, manager of the Northwestern Iowa Grain Co.'s elevator at Clear Lake, Ia., has been transferred to the company's station at Corwith.

Halleck Rogers has bought the grain and coal business of I. E. Jackson at Union, Ia. Mr. Jackson will remove to Springville, Ia., and deal in grain.

H. C. Kruse, who has bought at Welcome, Minn., for the S. Y. Hyde Elevator Co., will engage in the grain business on his own account at Walters, Ia.

D. H. Rinehart, Centerville, Ia., has installed in his elevator a Columbia gasoline engine made by the E. L. Gates Mfg. Co., and is much pleased with its operation.

The Keswick Lumber Co., Keswick, Ia., has purchased the grain and lumber business of Perkins Bros., paying \$1,850 for building and equipment, and taking the stock at its value.

The Duncombe Elevator Co. has been incorporated at Duncombe, Ia., with \$30,000 capital stock. John Mallinger is president, J. S. Lundy vice president, J. A. Daniels secretary, and P. T. Flynn treasurer.

Thomas T. Holmes, for five years in charge of the elevator and grain business at Underwood, Ia., has removed to Perry, Ia., to take the management of the St. Paul & Kansas City Grain Co.'s interests at that place.

Although only \$106,000 of the Spencer Grain Co.'s capital stock is paid up, the Iowa secretary of state required the full fee on the \$300,000 nominal capital, amounting to \$317 before the articles of incorporation would be accepted.

J. C. Riddle, of Jewell, Ia., writes that the Interstate Elevator Co., of Winona, Minn., will put in gasoline engines at Cushing and Farnhamville, Ia., and increase storage capacity at both places 20,000 bushels. The company will put in belt conveyors at Kamrar and Ellsworth.

George Hale's elevator at Washington, Ia., was burned on the morning of March 1, with a quantity of corn valued at \$2,000, belonging to C. C. Cunningham. The loss on building falls on the Washington National Bank, which recently acquired the plant at sheriff's sale. The building and machinery were valued at \$5,000; insurance \$2,000. An elevator on the same site owned by George H. Hale, was burned in 1889.

Secretary G. A. Stibbens, Coburg, Ia., informs us that the annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will be held at the Grand Hotel, Council Bluffs, Ia., Tuesday, March 19, 1901. Business meeting at 2 p. m. and election of officers at 7:30 p. m. A cordial invitation is extended to all regular dealers. All are interested in the election of officers and should make a special effort to be present.

## KANSAS.

A. W. Culp will build an elevator at Scottsville, Kan.

Senator McMillan's anti-grain combination bill is dead.

George Tribble will build a grain elevator at Palco, Kan.

Mowrer Bros., Lost Springs, Kan., will build a grain elevator.

The elevator at Morganville, Kan., has been undergoing repairs.

J. L. Heath will build a grain elevator on his ranch, near Peabody, Kan.

The H. J. Light Grain Co. has discontinued business at Solomon, Kan.

John Dix has sold his elevator at Alida, Kan., to a company of farmers.

A bill creating a board of railroad commissioners has been passed by the Kansas senate.

Eymann & Franz, Moundridge, Kan., have equipped their elevator with an 18-h. p. gasoline engine.

Bucklin's bill for the appointment of a state grain commissioner to sell the farmers' grain has been killed.

M. T. Williams, who recently sold his elevator at Caldwell, Kan., to Charles Weber, retains a number of grain stations.

The Kansas Legislature has adjourned without passing any of the interperate bills aimed at the grain dealers of the state.

Frazier & Thomas inform us that Charles Turner of Agra, Kan., has sold his elevator in shares, to farmers, he remaining manager.

Frazier & Thomas, Athol, Kan.: We appreciate the Grain Dealers' Journal very much. We think every grain dealer ought to have it.

An elevator of 100,000 bushels capacity is to be built at Wichita, Kan., by Robert Coates, grain dealer, and W. M. Chatten of Claflin, Kan.

H. W. Cole, Horton, Kan.: I have dealt for an elevator. Discontinue my advertisement. Have had letters pouring in every day since the issue.

The Salina Commission Co. has engaged in the brokerage business at Salina, Kan., under the management of E. L. Chatten, with wires to the Brokers' Grain Co., Kansas City.

E. J. Smiley, secretary of the Kansas Grain Dealers' Association was in Chicago last week to meet his sister, Miss Smiley, of Indianapolis, who will here after reside in the Sunflower State.

Benjamin J. Northup, of Kansas City, Kan., has been appointed grain inspector of Kansas, his term beginning April 4. A. E. McKenzie, the present inspector, failed of re-appointment because his stand in local politics displeased a certain faction.

The Kansas senate has passed the bill increasing the fee for grain inspection from 35 to 40 cents per car, and the charge for samples from 10 to 25 cents. The salary of the chief grain inspector is raised \$300 per annum and that of his deputy \$180 per annum.

B. J. Northup, the new chief grain inspector of Kansas, says: There will probably be few changes in the office force. While the inspectorship is a political job, I think I shall profit by the example of my predecessor and not mingle politics with business. I have not been in politics, and so have no promises to fulfill or debts to pay.

#### MICHIGAN.

An elevator and mill are to be built at Manistee, Mich.

The insurance on the burned grain in the elevator of J. W. Bernard & Son at St. Louis, Mich., has been adjusted at \$300.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Mr. Bushlen has purchased the grain elevator, store and residence of William Gage at Linkville, Mich.

The Stockbridge Elevator Co. will build an elevator at Alma, Mich., to be managed by A. K. McSune.

Representative Helme has introduced a bill in the Michigan Legislature to provide for the inspection of grain.

A bill requiring bucket shops and grain brokers to give bonds has been introduced in the Michigan legislature.

Walter J. Thomas has bought the elevator and other property of James L. Sebring at Schoolcraft, Mich., for \$3,200.

J. L. Hisey, formerly connected with the Sparta Milling Co., has engaged in the grain business at Grand Rapids, Mich.

Charles W. Norton, for 20 years caller on the Detroit Board of Trade, died recently of liver trouble after a brief illness.

The Detroit Board of Trade has elected Frederick Simmons president, Frank T. Caghey, first vice president and Thomas G. Craig second vice president.

Michigan Crop Report, March 9.—The precipitation has been about as usual. While the snow has drifted considerably, yet in some cases the fields have been well covered with snow. In answer to the question "Has wheat during February suffered injury from any cause?" 12 correspondents in the state answered "yes" and 666 "no." In the southern counties 5 answered "yes" and 425 "no," in the central 5 answered "yes" and 173 "no," and in the northern counties 2 answered "yes" and 68 "no." Snow protected wheat in the southern counties 3.97 weeks, in the central counties 3.94 weeks, in the northern counties 3.94 weeks and in the state 3.96 weeks. The average depth of snow on February 15 was, for the state, 10.81 inches and at the end of the month, 12.84 inches. The total number of bushels of wheat reported marketed by farmers in February at the flouring mills is 306,624, and at the elevators 126,900 or a total of 433,524 bushels. Of this whole amount 352,622 bushels were marketed in the southern four tiers of counties, 69,351 bushels in the central counties, and 11,551 bushels in the northern counties. The total number of bushels of wheat reported marketed in the 7 months August-February, is 2,783,509, which is 2,117,752 bushels less than reported marketed in the same months last year. At 48 mills and elevators from which reports have been received, there is no wheat marketed in February. The total amount of wheat shipped by railroads from various stations, as reported for January, is 238,594 bushels.—Fred M. Warner, Secretary of State.

#### MINNESOTA.

The elevator at Union, Minn., is to be enlarged.

Davidson & McRae, bankers at Aitkin, Minn., will erect a grain elevator.

W. F. Markham has bought the elevator at Waltham, Minn., of Pierce & Stephenson.

The Chicago, Milwaukee & St. Paul Railroad, it is said, will build elevators at Duluth, Minn.

The bill appropriating \$75,000 for seed grain loans for Minnesota farmers, who

suffered from drought and floods in the Red River valley, has failed of recommendation.

Mr. Ferguson has resigned his position as buyer for the Van Dusen Elevator Co., at Morgan, Minn.

The Farmers' Elevator Co., Kenyon, Minn., will build an annex, 39x30, to double its storage capacity.

Sage Bros., Avoca, Minn., have replaced their upright engine with a 5-h. p. Columbus gasoline engine.

Daniel Whelan, of Gibbon, has accepted a position with the Exchange Grain Co., of Glencoe, Minn.

The Farmers' Elevator Co. has been incorporated at Butterfield, Minn., by Edward Heppner and others.

The Sheffield Milling Co., of Fari-bault, Minn., will erect an elevator at Owatonna, on the B. C. R. & N.

The Daly bill to assess grain in elevators against the proprietor of the building has been indefinitely postponed.

R. E. Jones is demolishing the grain elevator at Etter, Minn., and is using the material in the construction of a feed mill.

W. O. Tolman has been appointed local manager for the Minnesota Elevator Co., at Morgan, Minn., succeeding J. E. Duncan.

Spalding Bros., grain dealers at Lambert and Wamba, Minn., have acquired the elevator at Jeffers, Minn., of the Peavey Elevator Co.

The Citizens' Elevator Co. has been incorporated at St. Paul, Minn., with \$100,000 capital stock, by Sylvester Strong, Harry L. Karrick, Stephen G. Williams and Albert R. Gardner.

The Minneapolis Chamber of Commerce discontinued taking the Chicago grain quotations on March 5. The expense was considerable, as the messages have been sent over public wires.

Representative Riley has introduced a bill to do away with the office of chief state grain inspector and the \$2,500 salary. The work is to be done by the railroad and warehouse commission.

On account of the short crop several elevators recently have been closed, among them being the Anchor Grain Co.'s houses at Avoca and Hayton, Minn., and the Hubbard & Palmer Co.'s house at Avoca, Minn.

F. Alexander Stewart, son of Alexander Stewart, manager of the Monarch Elevator Co., Minneapolis, Minn., while touring the East, learned that the vice-consulship at Nagasaki, Japan, was vacant and on application to Washington, obtained the office.

J. A. Englehart, grain dealer of Redwood Falls, Minn., will erect an elevator of 30,000 bushels capacity at that place on the site of the burned elevator of the Atlas Elevator Co. The building will be 28x72, with a gasoline engine house 12x12 feet.

Alice, the daughter of H. F. Bagley, president of the Zenith City Elevator Co., Duluth, Minn., was married secretly February 11, to Benjamin W. Mulford, grain dealer of New York, whose acquaintance she made seven years ago, but whose suit was opposed by the parents.

Representative Wilder has introduced a bill in the Minnesota Legislature providing that the governor shall appoint a board of three examiners to determine the fitness of applicants for employment as grain inspectors. The members shall be experts in the inspection of all grains, including flax, and it shall be their duty

to examine all applicants for positions as grain inspectors and, thirty days after the passage of the proposed law, inspectors already appointed. The decision of the board is to be final and no inspector appointed without its certificate of his fitness. The bill further provides that applicants for positions as inspectors shall be between the ages of twenty-one and fifty years, and that no appointee shall hold office for more than ten years.

The new Minnesota Railroad and Warehouse Commission had its attention called to a practice by which some clever grain dealers have taken advantage of the ignorance of inspectors. These dealers would have the grain inspected at Minneapolis and then ship the car to Duluth and have it inspected to go into store. Owing to the ignorance of the grain inspectors the grade given in one case would sometimes be higher than in the other. The dealer then sold on the best certificate. It is proposed to establish a system of communication by which the grade given individual cars will be made known to the other branch of the department before the arrival of the grain. The grain dealers claim that if a car is given the No. 1 grade at Minneapolis it is entitled to that grade anywhere in the state. The contention of the board of appeals is that if a man gets his grain graded at Minneapolis it is presumptive evidence that he intends to market it there. In the event of a better market being found at Duluth, the owner should be willing to enter that market subject to the same conditions as the owner who brings his grain there in the first place.

#### OUR MINNEAPOLIS LETTER.

Local shippers are having trouble in getting enough cars.

The Washburn-Crosby Co., Minneapolis, will build an export flour mill on the Pacific coast.

A new malting company with \$500,000 capital has been formed at Minneapolis, and is arranging to build.

Frank H. Peavey, the grain dealer, has given \$100 to the university to stimulate oratory and debate.

The discharge of E. M. Walbridge, the bankrupt grain dealer of Northfield, Minn., is opposed by creditors claiming he has \$40,000 of property concealed.

At a meeting of 50 prominent Hebrews of Minneapolis and St. Paul Carl Oxman of the latter city was endorsed as a candidate for deputy grain inspector.

A plaster model of the new Chamber of Commerce building, one-forty-eighth of its actual size, is exhibited by the architects. The interested public pronounce it an artistic piece of work.

Many of the wheat growers in the vicinity of Graceville, Minn., will contract for seed wheat and flax to be shipped in from distant points. On account of the wet harvest much of the grain was stored in a damp condition and continued experiments prove it unfit for seed.—G. V. K.

#### MISSOURI.

A grain elevator is to be built at Washington, Mo., by Mr. Leffman.

Can St. Louis afford to tolerate a continuance of short weights and extortionate weighing fees?

The Stobie Cereal Mills are not on tracks and have no scales; and consequently cannot be charged with any of the bad weighing at St. Louis.

H. B. Perrine, of the Kansas City Board of Trade, is going to Alaska to manage gold mines in which several members of the Board are interested.

M. B. Sherwood, grain dealer at Brashear, Mo., has purchased the mill machinery of John Elliott and is looking for a power plant with a view to starting a new mill.

If the Merchants' Exchange of St. Louis will immediately take charge of the weighing of grain unloaded from cars in East St. Louis, Ill., into elevators in St. Louis, Mo., it can do much to relieve the city of its short weight stigma.

Upon call of G. L. Graham, a meeting of St. Louis grain receivers was held March 7 in the office of Traffic Bureau Commissioner to discuss the objects of the visit, February 26, 27 and 28 of the presidents and secretaries of the various grain dealers associations to St. Louis.

M. B. Sherwood, Brashear, Mo., March 7: Wheat is coming out of the winter in fine shape in northeast Missouri. Corn is selling for 40 cents per bushel in many counties of northeast Missouri. Choice seed oats are bringing 30 cents a bushel in Adair County.

The grain scales of St. Louis have such unsatisfactory weights that the officers of a number of grain dealers' associations met in St. Louis recently, protested most vigorously and petitioned the Merchants' Exchange to take charge of the weighing of grain unloaded from cars in that city.

#### NEBRASKA.

A. H. Denison has succeeded the L. L. Turner Grain Co., at Elmwood, Neb.

Adolph Anderson has bought the elevator and mill of Fred Uehling at Wausa, Neb.

Fire at Garrison, Neb., recently destroyed the office of Spelt's grain elevator. No insurance.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

W. B. Hargleroad has sold his interest in the grain elevator at Holstein, Neb., and will remove to Colorado.

Farmers near Shickley, Neb., recently delivered 50,000 bushels in one day when the local dealers started a price war.

Charles J. Johnson has succeeded Charles E. Gallagher as agent for the Peavey Elevator Co., at Wausa, Neb.

Creditors of M. Vetter & Co., grain dealers at Rogers, Neb., have asked the courts to declare the concern bankrupt.

Mr. Beaman, formerly of Mead, has succeeded J. J. Murphy as manager of the elevator at Rogers, Neb., for the Wells-Hord Grain Co.

The Nebraska Elevator Co. has sold its recent acquisition, the elevator of P. Reinheimer & Co., at Rising City, Neb., for \$6,000, to Henry Garhan.

T. B. Kuton, manager of the farmers' elevator at North Bend, Neb., was severely injured February 27 by falling from a hay wagon, and is confined to his home.

Daniel Holland of Bellwood, Neb., has bought the grain business and elevator on the Burlington at Havelock, Neb., of R. M. Tidball, who has removed to College View, Neb.

Secretary A. H. Brewsner informs us that the landlord lien bill introduced in the Nebraska Legislature by Representative Jouvenat, and vigorously opposed by

the Nebraska Grain Dealers' Association, has been indefinitely postponed.

Work is about to begin on the demolition of elevators A and B at Omaha, Neb., until recently occupied by the Omaha Elevator Co., a part of F. H. Peavey's system. Elevator A was erected in 1876 by Himebaugh & Merriam, and elevator B was built four years later. The property is owned by the Union Pacific Railroad and is to be used for a railway yard. Omaha will have only one elevator, that of Haines & Merriam, on the Missouri Pacific.

On account of the crop failure in the West last season as much Nebraska grain went west as went east. For the first time in years western mills and western consumers came to the Missouri for grain. For this reason the shipments to the East were lighter than the volume of the crop would indicate. Last fall the winter wheat went into the winter in good shape, in the best condition I have ever seen it, and I do not think that anything has occurred to injure it. We are all waiting to see how it will come out in the spring, but I believe that we will have a record-breaking crop of wheat this year, as the acreage is about as large as usual and conditions are better.—A. H. Bewsher, Secretary Nebraska Grain Dealers' Association.

#### NEW ENGLAND.

Seth J. Reed has succeeded Slate & Reed, grain dealers at Amherst, Mass.

Samuel Morse has bought the grain business of A. W. Barney at South Acworth, N. H.

Patterson & Guild have succeeded S. K. Pierce in the grain business at Plymouth, N. H.

William Loveland has bought the grain business of William Dunn at North Springfield, Vt.

The elevator just secured by the New York, New Haven & Hartford Railway at South Boston, Mass., has been placed in operation by the company in pursuance of its new policy to handle western grain for export. The grain comes from the Lehigh Valley Railroad at Jersey City, where it is carried 15 miles by barges around New York to the New York, New Haven & Hartford at Oak Point. At South Boston it is again placed on lighters to be loaded into ocean steamers. While this movement of the grain is somewhat roundabout it is said to be profitable to all participating.

The elevator at South Boston, Mass., now operated by the New York, New Haven & Hartford Railroad, also known as the Consolidated, has been under lease for a number of years to private parties, and it has only recently passed to the possession of the railroad company. It has been a decade or more since it was used by a transportation company as an adjunct in the handling of its export business, but under a change of management it will be put in first-class condition and kept in almost constant use. Repairs will call for an outlay of about \$30,000, which will include the setting up of three new boilers.

#### NEW JERSEY.

The National Cereal Co. has been incorporated at Jersey City, N. J., with \$1,000,000 capital stock, by James P. Fritze, Daniel T. Hendrickson and George R. Steinberger.

**NEW YORK.**

Leroy C. Bradley has succeeded Ira C. Hall & Co., grain dealers at Farmer, N. Y.

Mr. Gurnee has succeeded Gurnee & Blauvelt in the grain business at Suffern, N. Y.

The Board of Trade building at Buffalo, N. Y., was slightly damaged February 25, by fire.

C. E. Orr, grain dealer, Camden, N. Y., has bought ground on which to erect a feed mill and warehouse.

George Wilkinson will remodel the New York Central grain elevator at Lockport, N. Y., into a cold storage warehouse.

W. P. & F. V. Ketcham, sons of George E. Ketcham, grain dealer at New York, have formed a partnership to succeed their father.

The New York Produce Exchange has leased half of its exchange floor to the New York Stock Exchange pending the construction of the latter's new building.

The Albany Board of Trade, Albany, N. Y., has appointed W. R. Conley, Jr., grain inspector. The total number of cars inspected during the year ending Feb. 15 was 3,754, compared with 3,498 during the preceding year.

The trustees of the gratuity fund of the New York Produce Exchange report that during the year there were 75 deaths, of which 72 were members of the gratuity assessment fund, with an average of 61 years. The percentage of deaths was 2.5. While there were 75 deaths, 82 new members joined the exchange, with an average age of 31 years. Owing to the injunction which was obtained against the enforcement of the last enacted by-laws the fund is at present being administered under the old regulations, pending a final decision of the suit. The price of memberships still continues to be influenced by the gratuity situation, and since the decision was obtained the market has weakened, but it is very steady at the decline.

**NORTHWEST.**

F. H. Stoltz's grain elevator at Park River, N. D., was burned March 1.

A. S. Hough has taken charge of the Duluth Elevator Co.'s elevator at Davis, S. D.

S. B. Law, late agent for the Interstate Elevator Co. at Hitchcock, S. D., is charged with embezzlement by the traveling auditor of the company, F. C. Ballard. The shortage is placed at \$1,200. Mr. Law is confident he can prove his innocence.

**OHIO.**

The C. H. & D. elevator will be rebuilt at Toledo, O.

Work is progressing on P. W. Gage's new elevator at Delaware, O.

The new rules governing the grading of grain in Toledo are published in this number.

Beedle & Houser are erecting a 5,000-bushel elevator on the C., H. & D. at Troy, O.

E. V. Barr, Stoutsville, O., will put in a fifty horse power gas engine at his elevator and mill.

Work was begun March 7 on the extension of the Wabash railroad from Montpelier to Toledo, O.

The Archbold Milling and Elevator Co. has been incorporated at Archbold, O., with \$40,000 capital, by A. J. Vernier and others.

C. B. Murray, superintendent of the Cincinnati Chamber of Commerce and editor of the Price Current, is recovering from his illness.

J. B. Outram, Lippincott, O.: I am very much interested in the Grain Dealers Journal. I think it quite a help as well as interesting reading.

J. C. Spahr, Clare, O., writes: Please discontinue my advertisement in the Grain Dealers Journal. I have leased elevator and am out of the market.

D. C. Albert of Dodson, O., has bought the elevator, flour and feed business and dwelling of Campbell & Pierce at Lewisburg, O. Charles T. Pierce, who has been in the grain trade for twelve years, will engage in the business elsewhere if he can find a good location.

While Engineer Frank Ammerman and Proprietor D. F. Detrick were repairing a leak in the boiler in the latter's grain elevator at New Carlisle, O., Feb. 28, the boiler exploded, tearing out the whole of the side of the elevator and badly scalding both men. The boiler fell fifty feet from the engine room.

The Toledo Salvage Co. has been incorporated at Toledo, O., to buy and sell grain and goods damaged by water and fire. Capital stock, \$100,000; incorporators, Arthur E. Klauser, Herman R. Klauser, Otis Beverstock, William H. Haskell and George C. Dunham. Otis Beverstock will be manager, with headquarters at the East Side Mills.

Theodore B. Steineman has just finished his new elevator at Minster, O. The plant is well built and has 12,000 bushels capacity. It is equipped with Fairbanks-Morse gasoline engine, overhead dump and hopper loading scales, Victor sheller and Cornwall corn cleaner. Mr. Steineman is well known to people of the district as an enterprising general merchant, and his new elevator is doing a fine business.

The Royce & Coon Grain Co. has been incorporated at Bowling Green, O., as a precautionary measure in case of the death of one of its members. The company operates ten grain elevators, distributed as follows: Two at Bowling Green, one at Portage, one at Dunbridge, one at Tontogany, one at Custar, one at Hoytville, one at Townwood and two at Latta. The officers are: President, A. E. Royce, Bowling Green; vice-president, John J. Coon, Toledo; secretary and treasurer, J. B. Ballou, Bowling Green.

The Crop Report issued March 1 by the Ohio Department of Agriculture says: The average date of wheat seeding last fall was much later than usual, being delayed in the hope of avoiding to some extent the ravages of Hessian fly, which was so generally prevalent and so severely destructive to the wheat crop of 1900. Delay in seeding, with unfavorable conditions in view, caused many farmers to abandon fields intended for wheat, and so general was this that it has resulted in a materially reduced area for this year's harvest. The reports taken and estimates of condition made just previous to the setting in of winter showed the wheat plant to be small and thin; too weak to withstand severe winter weather, which fortunately we have not had up to the latter part of February. On the other hand, the early part of the season continued warm and was there-

fore favorable to the work of the fly, and the young and tender plant suffered some from the pest, especially the earlier sown. At that time, just preceding the closing in of winter, wheat showed a general condition of 78 per cent, as compared with a fair average. There has been no severe alternate freezing and thawing thus far and hence the plant remains rooted, which of course is a favorable condition. There has been some snow protection in the northern part of the state for quite a period, and summing up for present condition it is not shown that the wheat plant has made any advance, but from the best estimates that can be made at this time has just about held its own, being 71 per cent of a fair average. The condition last year at this time was but 56 per cent of an average. The plant is small and many fields show brown and somewhat bare, but favorable weather conditions may work rapid improvement in spring growth, if the fly does not make its appearance in too destructive numbers.

**PACIFIC COAST.**

The Wasco Warehouse Co. will erect a warehouse at Grant, Ore.

The Tacoma Grain Co. of Tacoma, Wash., will erect a warehouse at Stites, Idaho.

The Rosenhaupt grain rate reduction bill in the Washington legislature is not likely to pass.

W. C. Tillson of the Tillson-Bartlett Grain Co., Salem, Ore. has filed a petition in bankruptcy.

Farmers in Oregon and Washington are said to have sold 90 per cent of the 1900 crop of wheat.

Bids are asked for 1,000 bales of jute to be manufactured into grain sacks at the state prison at Walla Walla, Wash.

B. Lemon will take charge of the grain warehouse at Garfield, Wash., for the Garfield Hardware and Mercantile Co.

President C. S. Mellen of the Northern Pacific railroad held a conference recently with grain dealers at Tacoma, Wash.

A grain elevator of 100,000 bushels capacity will be built in connection with a 125-barrel mill at Missoula, Mont., by Senator W. A. Clark.

Portland warehouses contain more than 3,500,000 bushels of wheat, a quantity greater than ever. The non-arrival of a fleet of overdue ships has caused the unusual accumulation.

C. B. Horen, traveling agent for the Tacoma Grain Co., Tacoma, Wash., has arranged for the construction of warehouses at Kamih, Weippe, Orofino, Peck, Lenore, Basalt and Kooskia.

Julius Lippitt, grain dealer of Colfax, Wash., has shipped 6,000 bushels of wheat from his warehouse at Diamond, Wash., to Chicago. The wheat is a hard variety new to eastern Washington.

S. L. Jamieson's grain warehouse at Tekoa, Wash., collapsed March 1, spilling 2,000 bushels of wheat into the mud. The floor parted in the middle. A new scale was ruined. Loss, nearly \$1,000.

Title to eighty acres at Palouse, Wash., on which stands several large grain warehouses operated by different firms, has been lost by the Northern Pacific railroad under a recent decision of the courts.

A bill has been introduced in the Oregon legislature requiring every proprietor of a warehouse or mill that receives

grain on storage to file each month with the County Court a statement showing the condition of his business. Failure to file such report on the specified date is punishable by a fine at the rate of \$10 for each day of delay; and the court if it finds a report unsatisfactory may name a receiver to go over the books and accounts.

### PENNSYLVANIA.

A grain elevator of 50,000 bushels capacity is to be erected at Exeter, Pa., by the Neversink Distilling Co.

### SOUTHEAST.

W. A. Shartzler & Co. are a new firm of grain dealers at Louisville, Ky.

The Louisville city council expects to pass a stringent ordinance to prevent the operation of bucket shops by heavy fines.

S. B. Van Arsdale and L. R. Newton of Owensboro, Ky., are forming a company to build a flour mill and steel tank elevator.

A. Waller & Co., grain dealers at Henderson, Ky., have bought the interest of T. B. Young, Sr., in the elevator at that place.

William H. Hodges, grain inspector on the Big Four railroad at Louisville, Ky., was married recently to Miss Jessie Dickerson.

Samuel A. Keighler, formerly connected with Field, Lindley & Co., grain exporters of New York, died recently at Baltimore, aged 60 years.

The Alabama state license schedule provides for a fee of \$10 in cities of less than 20,000 inhabitants and of \$20 in larger cities, for grain elevators.

A grain elevator of 150,000 bushels' capacity will be erected at Nashville, Tenn., by the A. E. Baxter Engineering and Appraisal Co. for the Cumberland mills.

Fire at Staunton, Va., Feb. 27, destroyed the storerooms of B. W. Crum and J. E. Todd. Loss, respectively \$15,000 and \$4,500 on corn, hay and grain.

The directors of the Baltimore Chamber of Commerce have appointed as arbitrators George T. Gambrill, Charles England, Robert M. Wylie, William R. Hammond and J. J. E. Hinrichs.

Thomas G. Ryman will soon have his grain elevator and warehouse at Nashville, Tenn., completed. The building is 125x200 feet and two stories. The shipping facilities have been improved with an inclined railroad track extending from the warehouse to the river and from high to low water.

Crown Roller Mill Co., Morganfield, Ky., Feb. 27: Our wheat crop in this section is in excellent condition. It has been just cool enough this winter to keep plant from getting too rank in growth, and at the same time the ground has not been frozen hard enough to keep the roots from growing. With present prospects we will have a record-breaker.

The report of Edwin R. Gardner, weigher and gauger of the Memphis Merchants' Exchange, shows that 6,468 cars of grain were inspected during 1920, against 4,507 during the preceding year, all for local merchants. The indications are that Memphis will more than double the business done last year and will easily triple that of the year before. The four deputies who have been appointed are Thomas McKeon, who is also the inspector of weights and measures for the city; C. W. Carter and R. M. Wood, at Poston's storage and warehouse; Lar-

ry Anderson, Merchants' warehouse and elevator and Carroll Vance at the Planters warehouse, these being the only regular warehouses in the city.

### SOUTHWEST.

W. C. Reed has removed from Winthrop, Ark., to Louisburg, Kan.

The Illinois Central elevators at Southport, New Orleans, La., was reopened Feb. 27.

The new elevator of the Yazoo & Mississippi Valley railroad at New Orleans will be built this season.

Charles F. Penzel has been appointed receiver of the Smith Grain Co., Little Rock, Ark., on application of the Beebe Stave Co.

The Texas & Pacific Railroad Co. has purchased the New Orleans & Northwestern railroad and will extend the line to a connection with the St. Louis & Iron Mountain.

John C. Fears, superintendent Illinois Central elevators, New Orleans: "We would not like to be without the Grain Dealers Journal, and do not see how any grain man can afford to, as you give all the grain news both to the dealers in the country as well as to the export trade."

R. McMillan, chief inspector of the New Orleans Board of Trade, states that the exports of grain from New Orleans during February consisted of 2,483,000 bushels of corn, 1,163,000 bushels of wheat, and 364,000 bushels of oats; compared with 2,571,000 bushels of corn, 288,800 bushels of wheat and 81,000 bushels of oats, during February, 1900.

Hy. H. Smith, secretary of the New Orleans Board of Trade, reports the movement of rice from Aug. 1 to March 1 as 792,629 sacks rough and 36,669 barrels clean rice received, and 711,583 sacks rough and 208,371 barrels clean rice shipped; compared with receipts of 831,966 sacks rough and 9,976 barrels clean rice, and shipments of 806,287 sacks rough and 187,227 barrels clean, during the corresponding period of 1899-1900. Stocks on hand March 1 consisted of 73,378 pockets No. 1, compared with 13,865 barrels a year ago.

### TEXAS.

M. P. Bewley, Krum, Tex., contemplates building an addition to his elevator.

H. F. Gale of Krum, Tex., informs us that Jasper Wells is building an elevator at Sanger, Tex.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Fire at Whitesboro, Tex., recently destroyed the empty grain warehouse of C. F. Witherspoon of Denton.

The plant of the Galveston Cotton Oil and Refining Co., Galveston, Tex., was burned Feb. 23. Loss, \$100,000.

A rice mill of 800 barrels daily capacity will be built at Orange, Tex., by a company formed with \$75,000 capital.

Clint, Barr & Co., wholesale and retail dealers in grain and feed at Fort Worth, Tex., on Feb. 26, suffered \$3,000 loss by fire.

Jockusch, Davidson & Co., of Galveston, are considering the feasibility of erecting a 200,000 bushel elevator at Fort Worth, Tex.

C. McD. Robinson, chief grain inspector of the Galveston Board of Trade, has established a new grade of No. 1 red wheat: To be bright, sound, plump, dry and well cleaned. Red or

red and white mixed winter wheat; if mixed, must not contain over 10 per cent white wheat, and weighing not less than 61 pounds.

Before the close of the year Galveston will have two new elevators. The Santa Fe will build one and the Southern Pacific the other.

A steel grain elevator of 200,000 bushels capacity will be erected at Dallas, Tex., for the New Century Milling Co., by M. Zeir & Co.

The Tioga Roller Mill and Elevator Co. has been incorporated at Tioga, Tex., with \$10,000 capital stock, by W. C. McDonald and others.

H. F. Gale, Krum, Tex., Feb. 26: We have the finest prospect for a good crop of wheat this coming season that we have had in a great many years.

President J. P. Harrison of the Texas Grain Dealers' Association has issued a statement, appearing in the Houston Post, of many reasons why farmers, merchants and business men generally should work with the state legislature for the enactment of a measure authorizing the collection and dissemination of agricultural statistics.

C. McD. Robinson, chief grain inspector of the Galveston Board of Trade, reports that the exports of wheat from Galveston this season up to March 1, have been 7,403,000 bushels, compared with 6,728,000 bushels for the corresponding period of the preceding season. No corn has been exported this season, against 6,289,000 bushels thus far last season.

The rule of the Texas Railroad Commission, effective March 4, permits the shipment of mixed cars of grain at the tariff rate on each kind of grain in the car. Circular 1281 cancels rule 11 of circular 1208, governing stopping grain in transit. This rule provided for a minimum balance of 5c to be charged on all out-shipments on re-consigned grain, and the cancellation of this rule 11, now leaves the rule as it formerly existed, and grain can be re-consigned after March 4 at the balance of the through rate from point of origin to destination.

Secretary H. B. Dorsey of the Texas Grain Dealers' Association says of the maximum freight bill pending before the legislature: "It seems to me there is a good deal of useless time and attention given this matter. The advocates of this measure seem to assume and take firm ground that the railroads are tearing their clothes to reduce rates, and this contention, it seems to me, is made without any grounds whatever on which to base the assumption. So far as grain rates are concerned, from the best information I can gather, the present rates are satisfactory to a large majority of the shippers. It is rather amusing to me to see some of the shippers at non-competitive points favoring this measure and claiming they want cheaper rates, when if they would stop and think for one minute the rate at such points would always be the maximum as fixed by the Railroad Commission. It is my opinion and that of a very large per cent of the grain dealers of the state, that to make the commission effective, the present law should not be disturbed."

### WISCONSIN.

John Waugh will build an elevator and feed mill at a point near Smithton, Wis.

The Northern Grain Co. will erect another 1,500,000 bushel elevator at Manitowoc, Wis.

Mr. Stelling of Port Washington, Wis., is the leader in a plan to erect a grain elevator at Belgium Station, Wis.

David Patterson, who some time ago bought the elevator at Greenleaf, Wis., has enlarged the plant and will put in an engine.

E. D. Morse and Charles Dahlke contemplate erecting a grain warehouse at Neshkoro, Wis., as soon as the railroad is completed.

The burned elevator of the Smith-Alvord Co. at West Superior, Wis., is being replaced by a brick warehouse for grain and feed.

H. B. Helmer, Fond du Lac, Wis., is figuring with contractors on the rebuilding of his burned elevator. Its capacity is to be 60,000 bushels.

Turner & Putnam have succeeded Van Patton & Turner, dealers in grain and wool at Monroe, Wis., J. H. Putnam having bought the interest of E. Van Patton of Albany, Wis.

George W. Robinson, formerly of West Salem, Wis., died recently at Preston, Minn. He engaged in the grain business at Wykoff, Wis., in 1892, and a year later removed to Preston to take charge of an elevator for McMichael & Co.

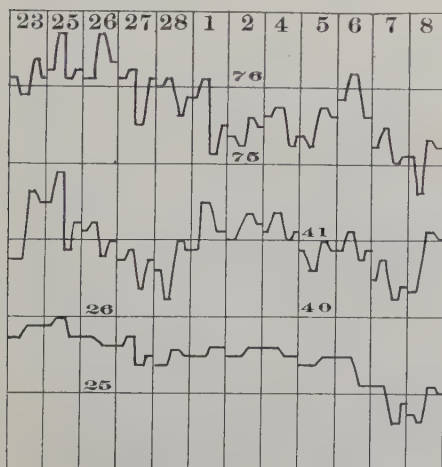
The Northern Grain Co. of Manitowoc, Wis., will build elevators costing \$4,000 each at Two Rivers, Cato, Balzers and Newton, Wis., as well as 18 steel storage tanks at Manitowoc. Schroeder Bros. will have charge of the plant to be erected at Two Rivers.

The Great Northern's new steel storage plant at West Superior, Wis., has been christened Elevator S. Although the house will not be finished for several months and no machinery has been installed the plant went into service March 1, when the first grain, 5,000 bushels of corn, was unloaded from cars by hand.

The Waukesha Grain and Produce Co. has bought the Globe elevator at that place of Bauman Bros., of Milwaukee, for \$10,000, and will take possession in August, when the lease of the F. Krause Co. expires. F. J. Smart is president and J. I. Brimmer secretary and treasurer of the Waukesha Grain and Produce Co., which now operates the other elevator.

#### PRICES AT CHICAGO.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to March 9 are given on the chart herewith:



## THE SUPPLY TRADE

The Omaha Hay Press Co. of East Omaha, Neb., was destroyed by fire recently.

W. D. Hollister of Quincy, Ill., has been appointed the western representative of the Noye Manufacturing Co. of Buffalo, N. Y.

The S. Howes Co., Silver Creek, N. Y., write: "We have recently received an order for an additional washing system for the Northwest."

The Carl Anderson Co., Chicago, manufacturers of the Gus gas and gasoline engines, has moved its shops from Jefferson and Fulton streets to 23-27 North Clinton street.

The Ideal Car Loader Co., Sullivan, Ill., has recently issued a catalogue illustrating and describing the New Century car loader, as well as a large line of elevator machinery and supplies.

J. L. Willford, president of the Willford Manufacturing Co., Minneapolis, Minn., left recently for a two months' European trip. While away he will visit Denmark, Buda Pesth, Switzerland, France and Great Britain.

The Robert Aitchison Perforated Metal Co. of Chicago is having an excellent run of business. It has recently made shipments to Kentucky, Wisconsin, Utah, Nebraska and many other states. Shipments cover material for railroads, agricultural implements, breweries and other industries. Among recent inquiries are some from Australia, Germany and the West Indies.

The Dodge Manufacturing Co. of Mishawaka, Ind., is building an addition to its machine shop and foundry. The new buildings will be 200x125 feet, of steel construction, with walls of brick and gravel roof. A thirty-five-ton electric traveling crane, together with the necessary heating apparatus and sprinkler equipment, will be installed in each building. The new equipment includes a Corliss engine.

The Invincible Grain Cleaner Co., Silver Creek, N. Y., writes: "It has been the desire of the owners and operators of elevators to reduce the fire risk to the lowest possible point and in order to facilitate this we have brought out separators and oat clippers made entirely of steel and iron, which fact will be appreciated by the operators of houses. These machines will be just as effective as any and will contain all of the latest improvements. The separators will be made in the compound shake style, demonstrated to be so effective in doing away with all tremble and shake while in operation. These machines will soon be placed in a prominent elevator in Chicago, where they can be seen by those interested.

One of the most complete illustrated and descriptive catalogues of grain elevator machinery, supplies and power transmitting machinery has been received from the Weller Manufacturing Co., Chicago. This is known as catalogue No. 17 and the price lists contained in it supersede all former lists. It contains 400 pages and is well printed on good book paper. The illustrations are all clear and give one an accurate idea of the extensive line manufactured by the Weller company. The first twenty pages are devoted to full page half-tone views of conveyor, galleries, machines, etc., erected by the company.

The index occupies four pages and is so complete that any article listed in the catalogue can readily be found. Some interesting and useful tables published in it will make the recipient of the catalogue preserve it for reference. A copy can be had by addressing the firm.

The Chicago correspondent of the Modern Miller asks what has become of the large amount of "hog feed" wheat received at Minneapolis this winter. That is easy. A large quantity has gone to Chicago, while Milwaukee, St. Louis, Kansas City and other markets have taken their proportions. Outside elevator men have wanted this wheat because it was cheap. It was cheap because northwestern millers would not grind it. When mixed with winter and other dry wheat, the moisture in this wheat would be absorbed or neutralized, leaving quite a presentable composition to offer to the trade. However, Chicago and other elevator men find that the mixture is not easily disposed of.—Northwestern Miller.

#### GRAIN RECEIPTS.

For the week ending Mar. 9, the receipts of wheat, corn and oats at nine primary markets, and at the leading seaports, as compiled by the Trade Bulletin, were:

WESTERN POINTS.	Wheat, bu.	Corn, bu.	Oats, bu.
Chicago.....	552,475	2,359,800	2,248,061
Milwaukee...	269,225	68,400	141,200
Minneapolis..	1,552,840	336,520	241,440
Duluth.....	313,484	349,523	35,087
St. Louis.....	339,000	824,000	290,870
Toledo.....	70,348	258,235	78,510
Detroit.....	38,162	25,000	54,000
Kansas City..	788,800	254,200	.....
Peoria.....	16,100	465,000	243,500
Total.....	3,940,434	4,940,778	3,332,668
Last week....	3,393,264	5,717,063	3,296,647
Last year....	3,825,388	4,514,716	2,782,705
SEABOARD.			
New York....	270,000	181,950	399,000
Boston.....	235,531	510,391	249,976
Philadelphia.	187,669	472,654	89,111
Baltimore....	105,571	930,638	58,847
New Orleans.	291,000	349,000	.....
Galveston....	225,750	.....	.....
Total.....	1,315,521	3,044,633	796,934
Last week....	1,519,622	3,372,061	953,488
Last year....	401,966	3,182,899	471,460

#### GRAIN SHIPMENTS.

For the week ending Mar. 9, the shipments of wheat, corn and oats at nine primary markets, and at the leading seaports, as compiled by the Trade Bulletin, were:

WESTERN POINTS.	Wheat, bu.	Corn, bu.	Oats, bu.
Chicago.....	356,464	1,030,566	1,457,790
Milwaukee...	34,380	25,400	121,850
Minneapolis..	148,120	62,278	70,760
Duluth.....	16,013	.....	.....
St. Louis.....	443,000	493,000	183,670
Toledo.....	19,150	290,700	108,000
Detroit.....	7,889	71,154	3,681
Kansas City..	415,800	111,000	.....
Peoria.....	1,500	50,000	119,500
Total.....	1,442,316	2,134,238	2,065,251
Last week....	1,477,958	2,024,364	2,108,098
Last year....	901,500	1,391,961	1,311,408
SEABOARD.			
New York....	530,385	471,941	153,386
Boston.....	252,147	799,152	100,000
Philadelphia.	35,245	515,233	54,554
Baltimore....	111,796	1,438,382	.....
New Orleans.	266,000	400,143	.....
Galveston....	316,011	.....	.....
Newp't News	.....	.....	.....
Total.....	1,511,584	3,624,851	307,940
Last week....	1,632,889	4,170,011	271,680
Last year....	683,082	1,912,732	658,394

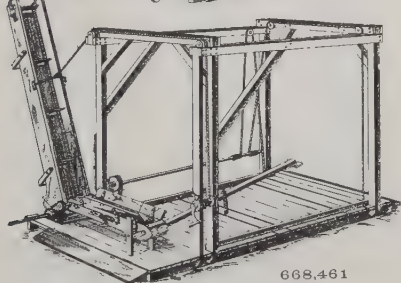
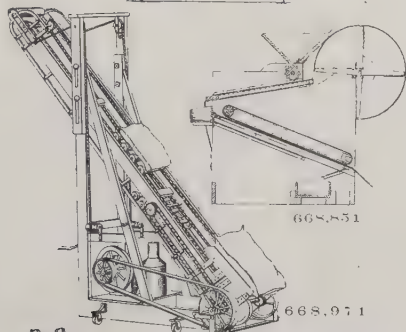
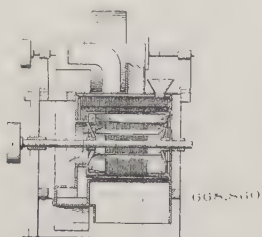
## PATENTS GRANTED

Thomas A. Killman, Liberty, Tenn., has been granted letters patent, No. 668,763, on a baling press.

Charles E. Dawson, Chiswick, England, has been granted letters patent, No. 668,954, on an explosive engine.

Stanislaus M. Zurawski, Chicago, Ill., has been granted letters patent, No. 668,250, on an explosive engine.

Max Korth and William Garrity, Franklin Furnace, N. J., have been granted letters patent, No. 668,378, on a conveyor.



Eugene Brown, Colfax, Wash., has been granted letters patent, No. 668,971 (see cut), on a portable warehouse elevator. An inclined endless chain conveyor and steam engine are mounted in a frame adapted to be moved over the floor of the warehouse on four small wheels. The upper end of the elevator is raised by means of rope, pulley and windlass.

David France, Hawley, Minn., assignor of one-half to George Mahon, Fargo, N. D., has been granted letters patent, No. 668,851 (see cut), on a flax separator. The patent covers the means of imparting motion to the vibrating screen. At the lower end of the screen vertical springs permit it to move in one direction only, while at the upper end hooked springs struck by knockers on a rotary shaft give a vertical or jumping motion. The whole is mounted in a frame with hopper, feed roll, shaft, fan and reel.

Ernst Schroeder and Henry V. Schroeder, Minier, Ill., have been granted letters patent, No. 668,461 (see cut), on a portable grain elevator. The grain is dumped from the end of the wagon

into the short length of endless belt conveyor and thence passes up the inclined endless elevator. From the shaft operating the conveyor and elevator, power is also taken by means of a friction clutch to operate ropes which raise the dump to elevate the front wheels of the wagon. A crank and windlass is provided to elevate the dump by manual power, when necessary. The ropes lifting the dump run over pulleys held by a strong and well-braced frame overhead.

Charles S. Rider, Silver Creek, N. Y., assignor to the S. Howes Co., same place, has been granted letters patent, No. 668,860 (see cut), on a grain scourer. The inclosing case is provided in its front and rear walls with circular openings. Communicating with these openings are the two open ends of a rotary, perforated scouring drum, surrounded by a scouring case, also perforated. Air is drawn through the open ends and between the drum and case up through a suction spout having its opening between the drum and case. A feed spout runs the grain into the front end of the case. After having been scoured the grain is discharged from the case by a spout at the rear end. The drum is provided with a longitudinal, feeding scouring plate having, below the feed spout, a series of oblique propelling ribs, and in rear of feed spout a series of non-propelling circumferential ribs, with a longitudinal retarding scouring plate having a series of oblique ribs which trend backwardly and a cylindrical tube across the space in rear of drum.

## SUITS AND DECISIONS

A carrier who delivers property for which a bill of lading has been issued to any one except the owner or holder of such bill is liable for the loss incurred.

A foreign corporation which ships goods into a state on an order given it out of such state does not do business in the state to which the goods are shipped.

Jane Ellis has brought suit against the Spencer Grain Co. Sutherland, Iowa, to recover \$44, alleging that she contracted to sell barley and the company refused to accept delivery at the agreed price, the market having gone down.

Henry Haase has brought suit against J. C. Stewart & Co. of St. Louis, Mo., for \$20,000 damages, alleging that while at work on Elevator A at Galveston, Tex., in the employ of defendants he received injuries of a permanent nature. The accident occurred July 7, 1899.

Where a warehouse contracted to deliver wheat, damage by the elements excepted, it was no defense to an action for the warehouseman's failure to deliver the wheat on demand that it had been partly destroyed by fire of incendiary origin, without negligence on the part of the defendant, since the exception, "damage by the elements excepted," should be construed as synonymous with "act of God." 62 Pac. Rep. (Cal.) 384.

The Liberty Mills Co., Nashville, Tenn., is defendant in a suit for slander, growing out of the state landlord's lien law. J. H. Horton, a farmer, sold his wheat crop to the Liberty Mills, who, it is alleged, wrote him a letter afterward

charging him with obtaining money under false pretenses, the pretense consisting in withholding the fact that his landlord had a lien on the crop. Horton claims that the landlord was present at the sale and received his part of the proceeds.

In the United States Supreme Court March 5 an opinion was handed down in the case of W. W. Cargill & Co. versus the State of Minnesota. The case involved the constitutionality of the Minnesota law of 1885 requiring storage elevators and warehouses in railroad lines, but not at terminal stations, to take out licenses, and also making other regulations concerning such institutions. The opinion of the court was confined entirely to the one point of the right of the state railroad and warehouse commission to require owners of such warehouses or elevators to take out licenses, and it was held that the commission could legitimately exercise that function under the constitution.

McCoy Bros., grain shippers of Liberty, Ind., consigned a car of corn and middlings to a retail dealer of Cincinnati, O. The official weights returned did not correspond with shippers' weights and a claim was made for shortage. After considerable correspondence the matter was brought before a special arbitration committee of the Cincinnati Chamber of Commerce, which decided against the shipper, because the weighing was done on the public scales and the official weigher is believed to be a careful man. The committee suggested that it was possible some of the grain was stolen after arrival and before weighing. Mr. McCoy appeared before the committee and insisted that the car contained more than the official weights showed.

Russia officially announces a crop failure in the governments of Kherson and Tomsk and the territory of Smolensk, while similar conditions exist in numbers of districts of Bessarabia, Kieff, Tobolsk, Taurida, Podolia and the Transbaikal.

## NOTICE!

We, the undersigned, hereby notify the public that we own and control all the rights for the Process of Bleaching and Purifying Grain under U. S. Letters Patent, Number 592691, issued October 26th, 1897, to E. F. Cazalet, who, for value received, assigned to us all his right, title and interest in said patent on October 30th, 1899.

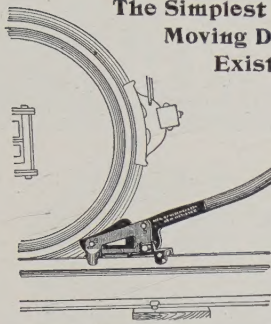
Notice is also given that any person or persons using such process without obtaining the right to do so from us will be prosecuted according to law; and any person advising us of such violations will be suitably rewarded. We also advise the public that we have no agents, and that all business must be done direct with this office.

**MCCRAY, MORRISON & COMPANY,**  
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## The Hageman Car Mover.

PATENTED MAY 8, 1900.

The Simplest and Best Car Moving Device in Existence.



Will move the heaviest loaded car four inches with one downward movement of the lever. It does not lift the wheel but turns it. A concave block engages the outward part of the wheel and a hooked lever works under it. This hooked lever is the secret of its easy working. A "Y" shaped bit works on the rail in such way, that the heavier the car is loaded the tighter it holds, making it impossible to slip. The Hageman Car Mover has taken the place of every other device wherever introduced.

Made of best material. Parts interchangeable.

Manufactured by

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## Table of Legal Weights.

THIS TABLE shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts. For sale by

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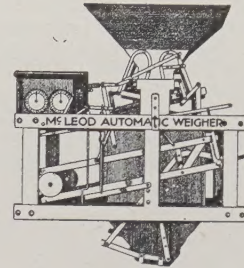
Is the best offered to the public. It is very large and specially adapted to school purposes. Every teacher of geography and every business office should have one. It will be sent post paid to any address on receipt of fifteen cents in postage stamps or coin. Address, John Sebastian, G. P. A., Chicago, Ill.

## Correct Weights

in Country Detect

## Shortages

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Our automatic grain weigher weighs accurately all the time.

Can we interest you in this money saver?

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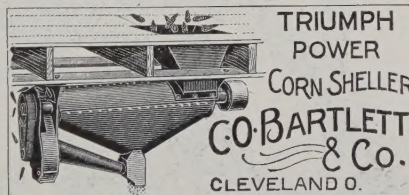
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The Grain Shippers' Mutual Fire Insurance Association Made a Growth of 122%

for the year 1900, and we are still saving our policy holders nearly 50 per cent of the cost of their insurance in "Board Companies."

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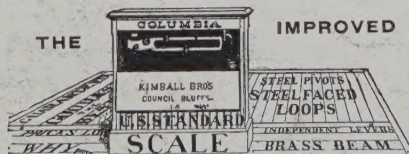
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Special attention to Open Floater Policies in the best Stock Companies.

Insurance follows grain up and down as the quantity stored in each house changes. Will ALWAYS have insurance where you have grain.

Simple, Sure, Economical. Investigate and you will find it absolute protection and cheap.

Business handled anywhere. Write us.  
H. H. LANTZ & CO., DES MOINES, IOWA.  
25 years' experience. Best of references.

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In the Michigan Millers Mutual Fire Insurance Co., of Lansing, Mich.

20 YEARS Successful Business.

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50% Dividends Paid 1899 1900 1901

SEAMLESS COTTON GRAIN BAGS.  
MILWAUKEE BAG CO. MILWAUKEE, WIS.

**THE COFFIELD GASOLINE ENGINE.**

It is an advantage to have a gasoline engine constructed so as to use gasoline as well as artificial or natural gas, and to use them with economy and without annoyance.

The cuts presented herewith show the Coffield gas engine, the sight-feed centrifugal oiling device for the crank pin and the front end of bed plate with shaft removed, in which is shown the bearings and ring oilers.

This engine is built to use gasoline direct from the tank, illuminating gas or natural gas, while the amount of fuel used depends upon the amount of work the engine is required to do, the governor regulating the consumption of fuel as well as the speed. The fuel for the engine can be changed from gas to gasoline while the engine is running.

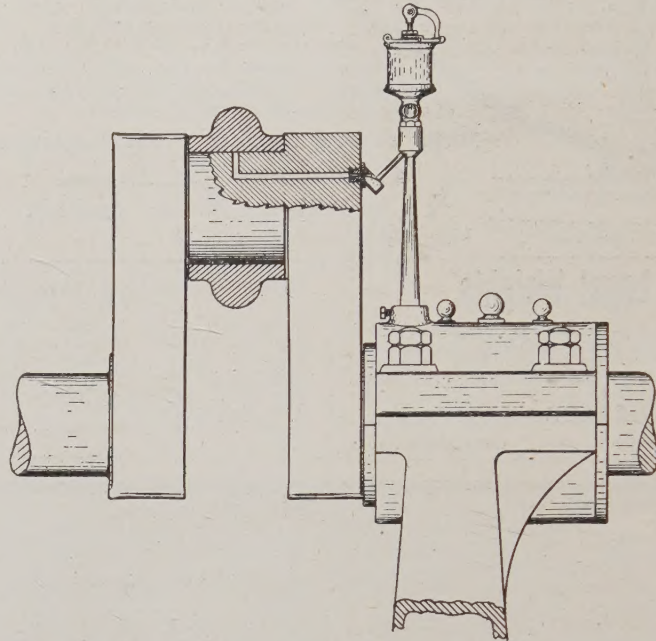
One of the important features of the engine is the method of lubrication. The wrist-pin on a center-crank engine with two balance wheels outside of main bearing is difficult to reach. For this purpose a patent oiler is used, which can be filled and adjusted while engine is running. The oiling device for the main bearings consists of a bronze ring which rides on the shaft in a channel through the middle of each box and dips down into a reservoir of oil. Each revolution brings sufficient oil to keep it thoroughly lubricated. Provision is made to convey any surplus oil which passes through the bearing back into the reservoir. The cones and working parts of the engine are provided with oil cups.

The engine is equipped with the pump or lift system of feed. The gasoline tank being set outside the building at a lower level than the engine, usually in

that pulleys can be placed on either side of the engine.

This engine is sold by C. D. Holbrook & Co., Minneapolis, Minn. It is well constructed and of good materials. A

is low. This poor wheat sells here from 55 to 65 cents and shippers want to be on the lookout and buy it accordingly. Don't pay 60 and 70 cents for wheat that will sell here at 60. Of course the bet-

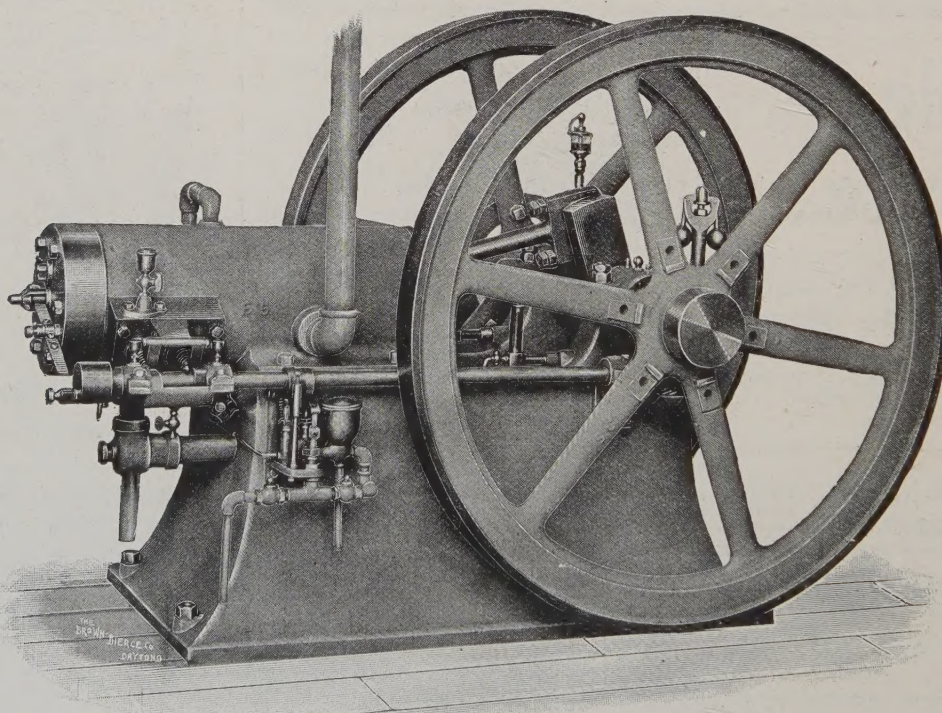


Sight Feed Centrifugal Oiling Device for Crank Pin.

number of them are used in country elevators of the Northwest.

Poor off grades wheat are selling low in all markets. There is a great deal of

ter low grades sell from 65 to 73 cents, but we urge shippers to examine wheat they take in now very closely, and look out for this mowburnt, heated or weevil-eaten wheat. If the farmer does not



The Coffield Gas and Gasoline Engine, Showing Gasoline Attachment.

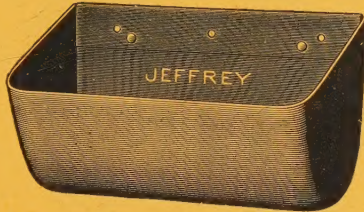
the ground, the gasoline is drawn to the engine by a small brass pump, which is operated by the side shaft.

The balance wheels are so equipped

poor wheat arriving at all the centers where the wheat is very badly mowburnt, heated or weevil-eaten, and as there is plenty of it the price naturally

care to sell it to you at a fair price tell him you will ship it for him and charge him a small commission for so doing.—J. F. Zahm & Co.

## JEFFREY ELEVATING CONVEYING MACHINERY



ELEVATOR BUCKETS  
FOR HANDLING GRAIN, CEREALS, ETC.

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Our Specialties include Chains, all styles; Sprocket Wheels, Elevator Buckets, Boots, Bolts, Spiral Conveyors, Cable Conveyors, Rubber Belt Conveyors, Shafting, Hangers, Pulleys, Collars, Gearing, Cotton and Leather Belting, Package Elevators, Barrel and Keg Elevators, Etc., Etc.

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## Clark's Record OF CARS SHIPPED.

Is adapted for the use of country grain shippers, to keep a record of all cars of grain shipped. This book is 9½ x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather tack and corners. **Price \$1.50.**

**GRAIN DEALERS COMPANY**

10 Pacific Ave., Chicago, Ill.

## Clark's Record for Wagon Loads Received

Is for the use of country grain dealers. It is 9½ x 12 inches, contains 180 pages and has room for records of 3000 loads. It is ruled for date, name, kind, gross and tare, net pounds, bushels, pounds, cents, dollars, cents and remarks. This book is printed on strong white ledger paper and bound in board covers, with leather back and corners.

**Price \$1.50.**

For Sale by

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Chicago, Ill.

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## LOADING SPOUTS

That load grain right. They give a spiral motion to the grain so that it leaves the spout with enough force to take it to the end of the car. Grain passing through a spout with a spiral motion is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spouts. Write for Catalog



**Abendroth & Root Mfg. Co.**  
Monadnock Block, CHICAGO.  
99 John Street, NEW YORK.

## Ideal Automatic Car Loader

Manufactured at SULLIVAN, ILLS.

**C. W. Dooley & Co.**

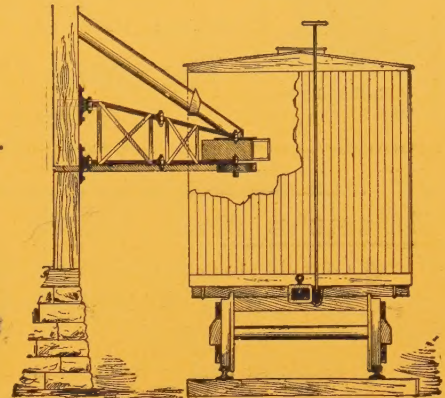
Bloomington, Ills.

Exclusive Agents for United States  
and Canada

**J. B. GOOD,**

Dealer in

**Grain, Coal, Lumber.**



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GENTLEMEN: Enclosed find check for \$80.00 for our Loader. It does the work in fine shape, we can fill cars quicker than two men could before.

Yours truly,

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Save \$1,000 by the expenditure of \$100 in the construction of new elevators by using the Ideal Loader. The above testimonial is a sample of what we are receiving from all our customers.

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All kinds of Account Books, Grain Tables, Cipher Codes, on sale at **Grain Dealers Journal**, 10 Pacific Ave., Chicago, Ill.

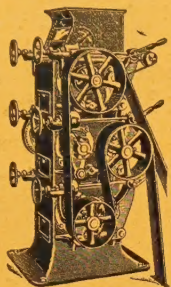
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and to have the  
BEST one.

Ours has no equal in STRENGTH, DURABILITY, EFFICIENCY, CONVENIENCE, CAPACITY, and QUALITY OF WORK. SEVERAL SIZES. PRICES VERY REASONABLE

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Of trying to get along without  
**DAY'S DUST COLLECTING  
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When it will handle your dust and  
refuse automatically, and give  
you a CLEAN Elevator.

It will give you the best safeguard  
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It will save labor. It will save insurance. It will save time and money. It will pay for itself many times over. Any valid reason why you should not have it?

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